

# The Hongkong Telegraph.

WEATHER FORECAST  
FAIR.  
Barometer 30.11

March 20th, 1913. Temperature a.m. 60, p.m. 68. Humidity... 72. 72

(ESTABLISHED 1881.)  
Copyright, 1913 by the Proprietor.

March 20th, 1912, Temperature a.m. 65, p.m. 71; Humidity... 50, 61.

9055 晚二廿月二年丑癸

SATURDAY,

MARCH 20, 1913.

六拜禮

號九廿月三英曆西

888 7th Avenue  
Shanghai 10, China.

## TELEGRAMS.

### THE CHINESE LOAN.

#### BRITISH CONSISTENCY.

Reuter's  
[Service to the "Telegraph."]  
London, March 28.

In reply to a series of questions on the China loan, in the House of Commons, Sir Edward Grey said: I realize the apparent hardship involved in the refusal of the Government, pending the negotiation for the issue of the re-organization loan, to give approval to the enterprises which British contractors desire to undertake in China as far as it would mean an advance of money to the Chinese Government, but I am as fully convinced now as when the Government embarked on the policy of co-operation with other Powers that that policy will be ultimately advantageous to British trade and industry, since in my opinion it is the only means whereby Chinese credit can be securely established, and conditions in China rendered favourable for industrial enterprise in the future. I am not prepared, therefore, to reconsider the decision to exclusively support the authorized British group. If this policy fails and there is unrestricted competition to lead money to China, we must reconsider the whole situation, but I fear it will result in competition between the different countries to get a political advance for easy loans on improvident terms. The Government has no intention of dissociating itself from the other Powers still approving the policy which is the basis of the Re-organization Loan negotiations, and I do not think that ill-secured, ill-employed loans would be advantageous to British interests, even if made by British financiers.

#### MR. CHURCHILL'S SPEECH.

#### GERMAN PRESS OPINION.

London, March 28.  
Mr. Churchill's naval speech is received in Berlin favourably only by the Liberal Press. The Conservative newspapers reject the suggestion of a "close year" for shipbuilding as either Utopian or a deliberate attempt to stir up German Radical opinion against the German Naval policy. It is pointed out that the proposed year's pause would enable the overburdened British shipyards catch up the arrears of work, but would mean the closing down of the German yards, which are suffering from precisely the opposite complaint.

## OBITUARY.

### FATHER STANTON.

The death is announced of Father Stanton, of St. Alban's, Holborn.

[Deceased was educated at Rugby and Trinity College, Oxford, where he obtained his M.A. degree, and has been curate of St. Alban's, Holborn, ever since the church was opened in 1882.]

### VISCOUNT WOLSELEY'S FUNERAL.

London, March 28.  
The Duke of Connaught has sent a wireless message that he attends the funeral of Field Marshal Viscount Wolseley on behalf of the King.

#### Cinema in Church.

The work has been begun of transforming the Tabernacle, Mansfield Road, Nottingham, into a picture palace, which will be used as a Baptist Church on Sundays as hitherto. Dr. H. G. Dockrell, the American pastor, said that the experiment was being made at the almost unanimous wish of the members.

## TELEGRAMS.

### THE BALKAN WAR.

#### A NEW SITUATION.

Reuter's  
[Service to the "Telegraph."]  
London, March 28.

The capture of Adrianople and the releasing of one hundred thousand besiegers for the advance on Chatalja and Constantinople are calculated to have an important effect on the situation.

#### Allies Displeased.

It is understood that the Allies are in no way satisfied with the proposals of the Powers, which they regard as ignoring their victories, and they may determine to insist on treating with Turkey direct.

#### Investment of Adrianople.

Reuter's correspondent at Sofia reports the King Ferdinand with his sons and Generals Savoff, Ivanoff and Petroff entered Adrianople and drove through the masses of Turkish prisoners to the Military Club, where Chukri Pasha and his staff are interned. After a review of the Bulgarian troops the King received Tasha Chukri, who surrendered his sword, which King Ferdinand, with flattering expressions, returned.

#### Bulgarian Demands.

Reuter has been informed that Bulgaria will not cease hostilities until Turkey has signed the conditions of peace and considers that an advance on Chatalja may expedite peace by compelling Turkey to acknowledge defeat. Bulgaria, in the meantime, has communicated to the Allies her reply to the proposals of the Powers. This demands further frontier from Saros to Midia and indemnity if she has to meet a portion of the Turkish Debt.

## CHURCH SERVICES.

St John's Cathedral, Hongkong.  
30th March, 1st Sunday, after Easter. Holy Communion (8.15 a.m.). Responses, Psalms, Venite, Hallelujah, 144. Woodward, 145. Orotch, 146. Woodward, 30th Morning; Te Deum, Hayes, Russell, Staines; Jubilate, Turle from Parcell, 27th Evening; Kyrie, Mendelssohn; Hymns, 193, 292, and 304 (last verse in unison). Evensong: Hymns, 285; Psalms, 147, Battishill, 30th Evening; 148, Turle, 31st Evening; 149, Turle, 30th Evening; 150, Humphreys (last verse in unison); Magnificat. Tonus Peregrinus (in unison); Nunc Dimittis, Turle, 27th Evening; Hymns, 540, 27, and 477. Vesper Hymn, Matins, 11 a.m. Evensong, 6 p.m. Sunday School, 3 p.m. (in the Vicarage). Young Men's Bible Class, 3.15 p.m. (in the Vicarage). Union Church, Kennedy Road.  
Morning:—Worship, at 11 a.m.; Hymns, 1, 514, 510 and 525; Anthem, "God shall wipe away all tears." Evening:—Worship, 6 p.m. Hymns, 291, 293, 158, and 365. Communion at noon. Preacher, Rev. J. K. Macdonald.  
Christian Science services, Macdonnell Road, Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

## TELEGRAMS.

### THE DEAD KING.

#### REMOVAL OF REMAINS.

Reuter's  
[Service to the "Telegraph."]  
London, March 28.

The yacht Amphitrite, with the remains of the late King George of Greece on board, has arrived in the Piræus, and was saluted by an escort of foreign warships. Members of the Holy Synod went on board and read prayers. The coffin, which was covered by the Greek and Danish flags, was borne ashore by deceased's sons and grandsons. King Constantine, Queen Olga, dignitaries of the Court, and Cabinet Ministers followed.

The coffin was then placed on a gun carriage, and was drawn by 44 seamen to the railway station, where it was despatched by special train to Athens. Detachments of foreign seamen joined the procession.

## BOXING.

### Wells too Clever for Mehegan.

Although the referee's verdict was received with "mixed" applause at the National Sporting Club there can be no doubt that Matt Wells, the ex-light-weight champion of Great Britain, completely outpointed Mehegan, the light-weight champion of Australia, in the 20-round boxing contest for £100 a side and a purse of £200.

Mehegan himself seemed surprised at the decision for, walking to the side of the ring, he called up to his supporters, "I reckon I won." He evidently thought that the determined rally which he made in the sixteenth and seventeenth rounds had wiped off the long lead which Wells, by clever boxing and the use of a good straight left, had piled up earlier in the contest.

Hard hitter and rugged fighter though he be, Mehegan was clearly out-boxed by Wells. The latter was cleverer from start to finish, and the punishment he handed out at times would have stopped most men. Mehegan, however, seems to delight in receiving hard blows, hoping to lure his opponent into carelessness and then to deal the knockout blow. The men had met before in a fifteen-round contest, when Wells had lost on a foul, and, profiting by the experience gained in this contest and the punishment he received towards the close of it, Wells took no risks.

The fight was not an attractive one to watch. There was far too much holding and pulling and wrestling round the ring. In fact, at times, the movements of the two men resembled an exaggerated "Bunny Hug" or "Turkey Trot." But, in spite of these antics, it was not until the end of the tenth round that the referee came to the ringside and exhorted both men to "stand up and box," although before then his voice was heard with monotonous regularity entreating them to "break away" and "step away."

Mehegan's Changed Tactics.  
It was not until the sixteenth round, however, that Mehegan abandoned his cautious crouching attitude and started to stand up and box, as we are inclined to think, properly. Before that, covering himself up cleverly, he kept weaving his way with stealthy side steps into his man in the endeavour to weaken him by hard punches at close quarters.

Wells, however, remembering his previous experience, was "wise" to these tactics, and covered himself up, while in the outfighting he was continually scoring with straight lefts, now to head, now to body, which although they appeared to "rock" the Australian, seemed to have no permanent effect on him. When

## TELEGRAMS.

### TRIPOLI TROUBLES.

#### ITALIAN SUCCESSES.

Reuter's  
[Service to the "Telegraph."]  
London, March 27.

A message from Tripoli states that the Italians are following up their successes at Charian, and have now occupied Kikis, Saadna, and Yeffren. The Arab leader, Barani, has fled and the resistance of the natives is regarded as being overcome.

Mehegan did land a hit, it was a very telling one, but Wells appeared to be as strong and as capable of taking punishment as his opponent.

With a quick lead by Wells and then a rush into clinches, the fight progressed very monotonously for sixteen rounds. Occasionally an "A-ah!" from the spectators punctuated the landing of a heavy blow, but for the most part, although both men went at it hammer and tongs, it was a dull affair. In the sixteenth round, however, Mehegan stood up and "mixed matters" at long range, and Wells who up till that time had done most of the leading, showed some very clever footwork in avoiding the dangerous blows which were aimed at him.

Content in the lead he had established earlier in the contest, he continued to make good use of the ring, while Mehegan, eager at any price to deal a knockout blow, followed him feverishly. Try how he would, however, the Australian could not get at his man. Wells every now and then darted in and scored with left or right, and so added further points, and ran out a fairly easy winner at the finish.

But it must be owned that it was a disappointing bout.—Exchange.

## AN ENGLISH MANSION DOOMED.

### From Domesday Book to America!

The doom of one of England's finest mansions is sealed. Rotherham, an historical country house near Harford, which is first mentioned in the Domesday Book, and was the seat of the Bodenhams family from at least the beginning of the sixteenth century until the death of Count Lubinski Bodenhams, in 1812, have been purchased by the firm of Charles, in Brook Street, Bond Street, whose intention is to strip both the Elizabethan and the eighteenth-century parts of the extensive building of its wonderful panelling, and to ship it to the United States.

It would be impossible to exaggerate the importance of the Elizabethan banquet hall, with its elaborately carved and polychromatically decorated chimney-piece and overmantel, which is the most precious and sumptuous of the eleven panelled rooms at Rotherham.

It is probably unique in completeness, preservation, beauty of workmanship, and also as regards the material used for the panelling, which is carried out in walnut instead of the customary oak wood, the sumptuous chimney-piece alone being carved in oak.

The arms in twenty-five quarters in the centre of the overmantel were commented upon by Blount, the seventeenth-century historian, who gave a full description of Rotherham.

In his days, the banquet hall was still in the Elizabethan wing of the building, whence the panelling was transferred to the new portion of the house by Roger Bodenhams in 1731.

## TELEGRAMS.

### THE AMERICAN FLOODS.

#### MORE STATES THREATENED.

Reuter's  
[Service to the "Telegraph."]  
London, March 28.

Western Pennsylvania, the northern portion of West Virginia, and Kentucky are now threatened with serious inundations.

Parts of Pittsburg and Wheeling are already under water.

The Mississippi in Arkansas has risen 37 ft.

The Secretary for War has gone with a garrison to Ohio to supervise relief operations.

#### Huge Losses.

The losses of the railways of Ohio and Indiana have already been estimated at \$15,000,000. The losses through the closing of steelplants and mills will be immense.

## A PUGILIST'S EARNINGS.

In the King's Bench Division, before Mr. Justice Coleridge and a jury, Harry Besterman, a professional pugilist, of Cornwall Road, Tottenham, known in the boxing world as Harry Lewis, sued the British Motor-car Company Limited, and the London General Omnibus Company Limited, in respect of an accident.

Mr. Sanderson, K.C., M.P., and Mr. Martin O'Connor were for the plaintiff; Mr. McCall, K.C., Mr. J.B. Matthews, and Mr. A.H. Richardson, M.P., represented the British Motor-car Company; and Mr. Marshall, K.C., M.P. and Mr. Ernest Charles were for the Omnibus Company.

Mr. Sanderson explained that the case arose out of a collision between an omnibus and a taxicab which Lewis, his manager (Harris), and his trainer (Wood) were being driven. Both the defendants denied allegations of negligence, on which the plaintiff's claim was based. Harry Lewis, said counsel, was an American by nationality, and was well known over here and in Paris. When the collision occurred both vehicles were badly damaged, and the fact that three windows of the omnibus were broken, showed the force of the impact. Lewis was rendered unconscious, and could remember nothing until he found himself in the hospital.

Harris was out about the hip and strained one of his arms, while Wood was seriously cut about the head. At the time Mrs. Besterman (the plaintiff's wife) was lying ill in Paris, and against his doctor's advice Lewis went to Paris, to see her on February 7. Lewis counsel continued, had attained a wide reputation in the welter weight and middle weight classes, and in 1910 and 1911 his earnings were something like £1,900 a year. Shortly before the accident he beat "Dixie Kir," who had claimed the welter weight championship of the world, and in consequence of that he arranged to meet Dick Burge at the ring. The plaintiff was so shaken and injured by the accident that he was unable to box again until March 28. When he did re-enter the ring to meet Bettman Brown on April 29 Lewis found he was not so well able to judge his distances and was not so quick on his feet. Owing to the accident Lewis could earn only £280 last year, and he lost three or four specific engagements. He lost £450 by not meeting Dick Burge. He had also practically agreed to meet Owen Moran in Paris for £400 and Carpentier at Nice for £200, but the accident prevented this.

Lewis, in the witness-box, said his manager told the taxi-driver before the accident not to drive so fast. Approaching Ladgate Circus the witness noticed a motor-car coming towards them. "I said to the boys 'With me

One of the first items on the agenda was a proposal to curtail the county cricket programme by cutting certain of the weaker counties off the first-class county list. All the representatives of the counties were prepared for this proposal and for the most part were in favour of it. To the astonishment of some of the representatives, however, there appeared on the agenda a list of those counties which should still retain their first-class status, and from this list were excluded five counties whose claims were certainly as good as or better than some of the favoured ones.

Naturally the representatives of these excluded counties resented such treatment. They were willing to undergo relegation if the claims of every county were thoroughly re-examined, but they did not relish such summary treatment. During the debate which followed, it appeared that the representatives of the counties who were still to remain in the First-class Division had already met in London and agreed on this course of action, and as they were in the majority at the meeting, the result would have been a foregone conclusion.

Since it was only a sub-committee meeting the whole matter is referred to the Advisory Committee which will meet in July. The counties who have been treated in such off-hand manner will certainly then demand that in case of the necessity of relegating some of the first-class counties a thorough investigation shall be made into the claims of the counties on points of ability, merit, and finances.

## TELEGRAMS.

### THE LINCOLN.

#### LATEST LONDON BETTING.

Reuter's  
[Service to the "Telegraph."]  
London, March 28.

The latest London betting for the Lincolnshire Handicap is:—8-1 Long Set, 9-1 Beaurepaire, 10-1 Uncle Pat, 100-7 Ogar and Talana Hill, 100-6 Lestern, Berilldon, Junior, White Star and Lavolt.

#### Grand National.

The betting on the Grand National is:—8-1 Covercoat and Ballyhackle, 200-1 Wavelet and 100-3 Fellar's Pride.

'We're gone.' Then the collision occurred and a sort of ball of fire shot up right in front of me and I knew nothing more until I was taken to the hospital." Lewis further stated that in consequence of the accident he could command only about \$100 a fight instead of about £325. Asked what he did with his earnings, he said he gave them to his wife, who was his banker.

Cross-examined by Mr. McCall, Lewis said he was twenty-six years old and was beaten by George Carpentier shortly before the accident.

Counsel quoted from the paper "Boxing" a description of the fight, it being stated that the blows he delivered were as harmful as the application of cold cream. Lewis said he did not remember that article.

The hearing was adjourned.

## BRIGHTER CRICKET.

### Friction Among the First-Class Counties.

The meeting of the Advisory County Cricket Committee, or as it should be more properly designated the Advisory County Cricket Sub-Committee, at Lord's appears to have been very lively. The object of the meeting was to discuss ways and means by which the county cricket championship might be re-established in popular favour. At present most of the counties, owing to bad weather and poor attendances, are in financial straits.

One of the first items on the agenda was a proposal to curtail the county cricket programme by cutting certain of the weaker counties off the first-class county list. All the representatives of the counties were prepared for this proposal and for the most part were in favour of it. To the astonishment of some of the representatives, however, there appeared on the agenda a list of those counties which should still retain their first-class status, and from this list were excluded five counties whose claims were certainly as good as or better than some of the favoured ones.

Naturally the representatives of these excluded counties resented such treatment. They were willing to undergo relegation if the claims of every county were thoroughly re-examined, but they did not relish such summary treatment. During the debate which followed, it appeared that the representatives of the counties who were still to remain in the First-class Division had already met in London and agreed on this course of action, and as they were in the majority at the meeting, the result would have been a foregone conclusion.

Since it was only a sub-committee meeting the whole matter is referred to the Advisory Committee which will meet in July. The counties who have been treated in such off-hand manner will certainly then demand that in case of the necessity of relegating some of the first-class counties a thorough investigation shall be made into the claims of the counties on points of ability, merit, and finances.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

Father Stanton, of St. Alban's, Holborn, is dead.

King Ferdinand and other dignitaries have made an official entry into Adrianople.

Through the falling of a military aeroplane at Tkyro yesterday two lieutenants were killed.

Bulgaria does not intend ceasing hostilities until Turkey has signed the peace conditions.

Long Set is favourite for the Lincoln at eight with Beaurepaire second favourite at nine.

The Duke of Connaught is to attend Viscount Wolseley's funeral on behalf of His Majesty the King.

The Conservative newspapers in Germany reject Mr. Olurshill's suggestion of a "close year" for naval ship building.

It is expected that the fall of Adrianople, releasing 100,000 besiegers, will have an important effect on the Balkan situation.

For the Grand National Steeplechase, Covercoat has settled into favouritism at eight, whilst Fellar's Pride is offered at 100-3.

The losses on the railways of Ohio and Indiana are already estimated at \$15,000,000. The losses through the closing of steelplants and mills will be immense.

Sir Edward Grey has made an important statement on the Chinese Loan question, reiterating British adherence to the policy of co-operation with the Powers.

#### LOCAL.

Admiral Winslow left Hongkong to-day by the India.

Messrs. Hughes and Hough's coal report appears to-day.

The Oxford and Cambridge Dinner to-night promises to be a brilliant function.

Messrs. Wright and Hornby's weekly share report appears on another page of this issue.

The annual meeting of the Institution of Engineers and Shipbuilders was held last night.

It is stated that His Excellency, the Governor, may take four months' leave, beginning somewhere about the commencement of August.

## DON'T FORGET.

#### TO-DAY.

Bijou 9.15 p.m.  
Victoria Theatre 9.15 p.m.  
Oxford and Cambridge Dinner.  
R.H.K. Yacht Club Regatta.  
United Services Recreation Club Annual General Meeting 6.30 p.m.  
Bundmann Opera Co., Theatre Royal, 9 p.m.

#### TO-MORROW.

Bijou 9.15 p.m.  
Victoria Theatre 9.15 p.m.  
Monday March 31.  
Sale of Crown Land, P.W.D. 3 p.m.  
Bundmann Opera Co., Theatre Royal, 9 p.m.  
Wednesday April 2.  
Visual Instruction 5 p.m.  
Thursday April 3.  
The China Bazaar 11.30 a.m.  
Concert, R.A. Theatre, Victoria Barracks 7 p.m.



## Notices

YOST  
TYPEWRITERS

## NEW MODEL No. 20.

## VISIBLE WRITING

Standard Keyboard with Fractions up to 16ths.

suitable for

MERCHANTS.

ENGINEERS.

BROKERS.

BANKERS, ETC.

## BRIEF MODEL

For Lawyers, Accountants, etc., etc.

## FRENCH MODEL

For Foreign Correspondence.

Special Monthly instalments if desired.

## MACLEWEN, FRICKEL &amp; CO.,

Have been appointed Sole Agents for the above for South China

4, DES VŒUX ROAD, HONGKONG.

SHAMEN, CANTON.

THE OVERLAND  
1913 MODEL.

Why pay fancy prices when you can get quality, workmanship and finish combined in the Overland for about \$2,600? The price is \$400 less than other makes of a similar car.

A full line of accessories in stock at all times.

## DRAGON CYCLE DEPOT.

(Prospective Buyers can try this Car free of charge.)

J. T. SHAW.  
THE GENTLEMEN'S HOUSE.THE FINEST FOOTWEAR  
IMPORTED TO HONGKONG.Cut for Quality—  
Made for the Man's Comfort  
Economy and Good Appearance.

21, HONGKONG HOTEL BUILDINGS, QUEEN'S ROAD.

AMERICAN  
CORSET  
STORE.MANILA BLOUSES,  
RUFFLES AND HATS.  
Both Imported and made to order.New Stock of IRISH  
Crochet.Our EXCLUSIVE designs  
in dress panels and dainty  
Hats.KWONG CHEONG.  
IVORY, SANDALWOOD,  
LACQUERED WARE.  
GOLD AND SILVER  
ORNAMENTS.  
43, Queen's Road.WING HING  
HIGH CLASS TAILORS  
AND  
EXPERIENCED CUTTERS.  
Perfect Fit Guaranteed!  
64, Queen's Road, Central,  
Tel. 1147.S. L. M. SHERIFF BROS.  
Dealers in  
PRECIOUS STONES  
OF EVERY KIND  
and the  
FINEST OF CHINESE JADE.  
8, Queen's Rd. Opp. Clock Tower.GRACA & CO.  
Under Hongkong Hotel.  
ASIATIC AND FOREIGN  
POSTAGE STAMPS.

## Notices

## THE WISE

Forward Their Parcels and Cases, etc.

BY THE  
CHINA EXPRESS CO.  
THE OTHERWISE

TAKE THE CONSEQUENCES.

Connections with the principal Express and Forwarding Agencies  
throughout GREAT BRITAIN, THE COLONIES, AMERICA  
and the CONTINENT OF EUROPE.PACKING AND WAREHOUSING,  
BAGGAGE STORED or TRANSHIPPED.Telephone No. 661. CHINA EXPRESS CO., 5, DODDLE STREET.  
(ESTABLISHED 1845)

## Hotels.

## HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Now Open.

Hongkong, 20th April 1911.

J. D. TAYLOR,  
Manager. [25]

## GRAND HOTEL.

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT."

Central Position; Large Airy Rooms; Hot, Cold and Shower Baths;  
Electric Light and Fans Throughout; Large Comfortable Lounges; Private  
and Public Bars; Billiard Rooms. HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for Time and Dinner. SPECIAL DINNERS  
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN  
SUPERVISION. Special Rates For Married Families. On Application To—  
Tel. No. 197. F. J. REICHMANN, PROPRIETOR. [52]

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under  
entirely New Management. Large and Comfortable Rooms, Excellent  
Cuisine under the supervision of an Experienced FRENCH CHEF, and  
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms  
moderate. First Class accommodation for Families and Tourists.  
For particulars and rates apply to PROPRIETORS,  
Telephone, 170. Telegrams "Astor." [21]

## BOA VISTA HOTEL,

MACAO.

UNDER NEW MANAGEMENT.

## DON'T FORGET.

NEXT SUNDAY'S BOATS

LEAVE HONGKONG AT 9 A.M. AND 12.30 P.M.  
Telegrams "BOAVISTA." Tel. No. 48, MACAO.

## ST. GEORGE'S HOUSE.

A MODERN HOTEL WITH EVERY COMFORT.  
KENNEDY ROAD. Tel. 115.

THE ONE PLACE FOR A GOOD MEAL!

## THE IMPERIAL GRILL.

SUPPLIES IT

OPPOSITE THE VICTORIA THEATRE.

## THE TOKYO HOTEL.

The BEST of Food served in the BEST way!  
Not only cheap But GOOD!

Try it and YOU will be satisfied.

TEL. 978 88A CONNAUGHT RD. D.

KING EDWARD  
HOTEL.

A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 378.

H. HAYNES,

Manager.

Bang'ong, 1st Arg., 1912. [58]

HOTEL CRAIGIEBURN.  
PLUNKET'S GAP

The Peak.

Car &amp; Tram Terminals.

Tel. No. 160.

For "gras apply to the MANAGER.

THE TAIWAN  
RAILWAY  
HOTEL.

TAIPEH, FORMOSA.

Under the Direct Management of the  
Taiwan Railway Co.EXCELLENT CUISINE AND  
GOOD SERVICE. RATES  
6 YEN AND UP.Unfurnished hotel; porter meets all  
trains and steamers. Luggage are  
ramped for without any trouble to  
guests.  
Hongkong, 1st Feb., 1912. [182]EUROPEAN  
AND CHINESE  
DINNERS

WILL BE SUPPLIED

By the

NEW PROPRIETOR

The Old Skating Rink.

## Notices

## WE BEG TO ANNOUNCE

that we can now manufacture on our premises  
the new Kryptok invisible bifocal Lens.The old style of cement bifocals with their  
disfiguring and annoying dividing line has  
been supplanted by a new lens with two foot  
the upper portion of the glass for distance and  
the lower for reading, ground from one single  
piece of glass.You who wear two pairs of glasses may  
now use one pair instead. No one can tell  
that you wear bifocals. No moment to blister;  
no thin segments to lose off.Call and inspect this line. We grind  
Kryptoks in regular or toric form.

WE LEAD, OTHERS FOLLOW



MANILA

OFFICE

78, ESCOLT

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.Known throughout the world and prescribed in all cases of  
Anemia, Debility and Consequence, to young women, children  
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition  
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial  
which surpasses all others by its  
purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE DE VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK MACGREGOR &amp; Co., Hongkong.

## K. A. J. CHOTIRMAL &amp; CO.

## CHEAP SALE!

FOR ONE MONTH ONLY FROM TO-DAY.  
SILKS, AND CHINESE GOODS OF THE BEST VARIETIES!  
No. 37 Queen's Road.

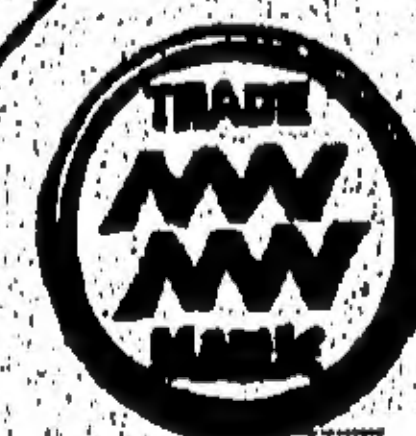
## LEE BROTHERS.

The ONLY opticians worth  
visiting!ALL FACILITIES FOR TESTING EYES,  
AND THE BEST WORK GUARANTEED!  
16, D'AGUILAR STREET.

## MACGREGOR'S

## "V.O.S."

## "PARLIAMENT BLEND"

AQUARIUS:  
THE MINERAL WATER  
PAR EXCELLENCE.

## COME TO MEHTA &amp; CO.,

FOR FINE OLD EMBROIDERIES

AND SILKS.

WE ARE THE SILK MERCHANTS!

HONGKONG HOTEL BUILDINGS

## NOTICE.

THE Firm of KUHN & KOMOR, Hongkong (A. Kuhn, Proprietor),  
has been sold to Messrs. KOMOR & KOMOR, (S. Komor, Pro-  
prietor), as a going concern, and all Accounts due to the said A.  
Kuhn have been assigned to the said S. KOMOR.All Accounts owing by the said A. Kuhn have to be presented  
for payment on or before the 10th day of April, 1913.After that date Claims will not be recognised.  
The said S. Komor will continue THE SALE OF THE STOCK  
IN QUEEN'S ROAD for a short time, and will continue the Business  
in Des Vœux Road Central, Alexandra Buildings, under both names  
KUHN & KOMOR and KOMOR & KOMOR.

ARTHUR KUHN

SIEGFRIED KOMOR

OUR  
CONTEMPORARIES.

## China Mail.

Progress of the British Merchant  
Marine.In ten years the additions to the  
British merchant fleet make up  
3,738,252 tons when allowance is  
made for wastage from natural  
causes and misadventure, as well  
as for the sales and purchases to  
and from other countries and for  
all entries on the debit and credit  
side of the balance-sheet. The  
total British merchant fleet  
thus stands at 19,148,742 tons,  
the measurement of 20,878 vessels.  
But when the results are full  
analysed, the addition is even  
more significant, because of the  
greater preponderance to day of  
new ships and of steamers over  
sailing craft, and of the con-  
sequent augmentation of the  
carrying capacity, not only as  
measured by size, but by the  
greater work done within a given  
time. The tonnage of new steamers  
added in the ten years is  
10,730,740 tons, a figure which, it  
will be seen, is more than half  
the total tonnage now owned. In  
addition, there were added  
168,481 tons of new sailing ves-  
sels, but the wastage and sales of  
sailing ships greatly exceeded the  
additions. There is a decrease  
in the sailing tonnage, as com-  
pared with that of ten years ago,  
of 1,115,499 tons. Thus our  
fleet is to day stronger by the ad-  
dition, in ten years, of 4,853,751  
tons of steamers and by the re-  
duction of sailing tonnage by  
1,115,499 tons.

## Daily Press.

## Naval Rivalry.

Once a standard is fixed, sub-  
sequent arrangements for its  
gradual reduction may be possi-  
ble. Some end there must be  
sooner or later, to this stupid  
game of "beggar-my-neighbour,"  
and no sensible person can dis-  
agree with the view that concerted  
effort to arrest this "evil and in-  
sensible folly" should surely be  
as Mr. Churchill says, the first of  
international objects. We have  
seen the great Powers of  
Europe co-operating now for  
many months with the object of  
preventing the hostilities in  
Turkey widening into a great  
European war, and we would fain  
indulge the hope that this friend-  
ly co-operation on a matter of such  
vital interest to Europe may  
create an international atmosphere  
favourable to a more general and  
complete understanding upon  
questions of international concern  
which will render possible some  
agreement setting a period to the  
"evil and insensible folly" on  
which Mr. Churchill has so  
eloquently and forcefully ex-  
patriated.

## South China Morning Post.

## Why Not A Holiday?

And so the game goes on. As  
it is with soldiers so it is with  
ships, and at the end though each  
Power has increased its fighting  
machinery, and laid a further  
heavy burden of taxation upon  
its people, each one is, as regards  
the collective Powers, pretty  
much in the same relative posi-  
tion as before. Yes, it is about  
time the nations took a naval, and  
a military, holiday. As Mr.  
Churchill truly said: "The  
finances of every country would  
obtain relief, no navy would  
sustain the slightest injury. The  
position would remain as it stands  
and while the holiday lasted  
happiness and contentment, mak-  
ing for perfect harmony among  
the nations, would prevail."

## 22-Knot Battleship.

The new battleship Centurion,  
built and completed at Devonport,  
returned to Plymouth Sound  
recently on the completion of her  
trials, which were carried out  
with most gratifying results. Her  
indicated horse-power is 31,000,  
but this was exceeded in a high-  
pressure trial by 2,000 or 3,000.  
Her designed speed is 21 knots,  
but in an eight hour run at full  
power she attained 22.9 knots,  
while her average for the run  
was 22 knots.For a good old man All Cars at  
Tay's Office with Wills & Livers  
of a Best.

ALEXANDRA CAPE



## SHORT STORY.

## DINNER AT EIGHT

BY  
SAMUEL MERWIN

We can't leave the girl alone in Shanghai," protested the thin woman.

"But she'll be right there in a hotel full of white folks," insisted the stout man. As he spoke, his eyes wandered despairingly to the heap of luggage on which a Chinese porter was pasting Astor House labels. "Bob's certain to get here before long."

All three—the fat man, the stout woman, and the thin woman—stood for a moment in the silence of perplexity. Outside, the early October twilight was settling over the straggling, polyglot city that likes to term itself "the Paris of the East." Within, in the roomy "lounge" that adjoined the hotel office, there were lights, and tourists sipping tea, and the chatter of many tongues. Close at hand, seated alone by a wicker table, idly fingering a cold tea cup, was a girl—an extremely pretty girl, obviously American, with a jaunty travelling turban set down on her fluffy brown hair. She had a firmly pointed chin, a straight and rather long nose, clear skin that had been slightly tanned by the winds of the Pacific, and wide, demure hazel eyes that appeared to be gazing out at the clamorous line of rickshaw coolies in the shadowy street. By not so much as the twitch of a muscle did her fresh young face betray that she was listening intently to the conversation of the trio.

"But Rufus dear," it was the stout woman,—"you don't seem to understand. It is nearly six now. Unless Lieutenant Orver comes soon, it will be too late to get Edith back to the ship for dinner. Her aunt and uncle will be worried to death." She paused for emphasis. "We assumed some responsibility when we brought her ashore to-day. And you don't leave nice young girls like her unprotected on the China Coast. You know well enough the dreadful code of this part of the world."

The thin woman shuddered. "Between now and eight anything might happen!"

The fat man sighed. "Look here," he said, "this is an emergency, and I can't see but what she's got to do her part in it. I must straighten out the tangle with the Hankow Line people, or we simply can't leave to-night. You two must collect the things you've bought before the shops close, or lose em; I certainly can't let either of you knock around Shanghai alone after dark. And if you take her with you, she'll miss Bob when he comes. No; it will be best for her to sit quietly here. Don't tell me that an American girl who's twenty if she's a minute can't take care of herself in a pinch!"

"You might explain it to the clerk, Rufus."

The fat man glanced at the clerk and pursed his lips. Probably the one person on earth least able to comprehend the Occidental motive in such an explanation would be a Malay hotel clerk in Shanghai.

"No," he said decisively, "nothing like that! She can read a magazine, or something. And if Bob should fall down altogether, she could dine with us at eight—or whenever we get back—and I'll take her back to the ship myself. There's a launch out at nine-thirty, and out Hankow boat doesn't leave until midnight."

Miss Edith Ellis, when the matter was put before her, assured them that it didn't matter in the least. She even produced a smile—a smile that faded before they were out of the room. Then she went to the window and with wistful eyes watched them ride off into the mystery-laden dusk of Shanghai.

A few moments later she became aware that a certain foreign-

ner, who had for an hour been hovering near, had come quietly to her side—a young man who wore good clothes over a compact, athletic figure; a man with both attractive eyes, light waxed moustaches, and on his alert young face the first indescribable marks of dissipation. She had thought him German, but his accent and his odd use of idiom, when he spoke, were more suggestive of Parisian back-grounds. She wondered, with a slight quickening of the pulse, whether he were one of the cosmopolitan adventurers about whom centre so many travellers' tales of the Coast.

"Pardon, mademoiselle," he said in a soft voice, "but perhaps, if you are waiting, you would read my magazine."

"Thank you—n," she replied, facing him.

It was amusing to see him hesitate, even flush a little, under her direct gaze. "He isn't used to American girls," she thought. She knew nothing of the horrible connotation that has grown at Shanghai, at that fine phrase, "American girl."

"Perhaps it is that I intrude," he managed to say.

"Yes," she replied calmly, "you do."

Well, that little episode was over. She was almost sorry. The remark of the Miss Oldham came suddenly into her thoughts: "Between now and eight anything might happen!" If only anything would happen!

Again she looked out into the gathering night. The rickshaw coolies were lighting their gaudy paper lanterns. She was glad to know that the Chinese really use paper lanterns; in a world of continuous disillusionments, this bit of romantic colour, at least, was really so.

Somewhere off beyond the low buildings of the other side of the street, somewhere beyond the sluggish stream that bounds the American Quarter, lay, she knew, a city that for colour and drama and the sheer quality of adventure, surpasses the Baghdad of ancient fable—a city where the white race meets the yellow race and struggles with it for gold; where the tourist or the business man rubs elbows with soldiers of fortune, with broken noblemen from Europe, with stranded soldiers, and sailors, mandarins, diplomats, opium-smuggling Parsees, over-dressed women of uncertain livelihood. Fellow tourists talked largely of Shanghai; the navy men had a hundred tales of it; but it appeared to be a city of which girls were shown only a few uninteresting rows of shops, and that by daylight.

For the thousandth time in her untroubled young life she fell to resenting her sex. "They pass me around," she mused, "wrap me up and lay me aside, as if I were a cloisonne vase or a jade teapot!"

A Chinese boy glided down the room and handed her a bit that had been hastily addressed in pencil. She tore it open and read:

Dear Edith:—

Mighty sorry to fail you, but three hundred French sailors are raising Cain in the French city. I was with de St. Andre when the word reached him, and volunteered to pitch in and help him round up his men. At the moment, it looks rather messy. I guess you'll have to forgive me and sit down to dinner with the Oldhams. I'll surely be there in time to get you safely back to the ship. I'm sending another bit to your aunt and uncle by the first launch, so they won't be dragging Woodman for you, or worse, hauling the consul-general away from his dinner.

She turned the paper over two or three times, very slowly; she then re-read it. Bob was like the others; she must stay put until he could deliver her "safely" to those other guardians on the ship.

Prepaid Advertisements  
ONE CENT PER WORD  
FOR EACH INSERTION.

## TO LET.

FROM 1st February, MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms.

The "EYRIE" No. 13, Peak, To let furnished.

No. 21, SHELLY STREET. To let or for sale. "GLENSHIEL," Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

No. 119, THE PEAK, furnished, from middle of April until end of October, 1913. Four Bedrooms, Tennis Court and Garden.

"ORAI RYRIE," No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns.

No. 3, DES VŒUX VILLAS, No. 52, Peak, 5 rooms.

FOR SALE—BARTING and BORGATE, on part of Kowloon Inland Lot No. 1154.

"LYEEMUN," Barker Road No. 124, Peak to let furnished or unfurnished to 20th November 1913, 6 rooms.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 25th Feb. 1913. 211

TO LET LARGE substantially built Godown, situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co. Ltd.

1588

TO LET Furnished, "Gale and" 108B, The Peak, 6 rooms. For 4 months from May 1. Apply C. H. Gale.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

TO LET IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

## TO LET.

TO LET on 2nd Floor No. 2, Pedder Street.

One roomed Office. Apply Property Office, Jardine, Matheson & Co. Ltd. 1585

OFFICE TO LET—One or two rooms in good central locality. Immediate possession. Apply to—"Beta" care of "Hongkong Telegraph," Hongkong, 6th Mar. 1913. 1542

TO LET—A House in Knutsford Terrace. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED, Hongkong, 27th Mar. 1913. 1558

## WANTED.

WANTED lessons in Spanish by a competent teacher, preferably a native—Apply Box No. X. Y. Z. "Hongkong Telegraph," Hongkong, 4th Mar. 1913. 1529

WANTED—FOR BRITISH NORTH BORNESO an experienced Chinese Druggist. Apply GIBB, LIVINGSTON & CO., Hongkong, 26th Mar. 1913. 1555

## LOST.

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

LOST IN THE TRAIN—The man who does not advertise is being left behind in the train of progress; the man who uses our advertising columns is on the express road to more business.

1588

**O.T. A DRINK, A TONIC, AND A DIGESTIVE COMBINED**  
WITHOUT ALCOHOL OR GAB.



**After Exercise**

After exercise, O.T. is a Refreshing Drink. With plain cold water or aerated beverages it makes a blend that is really thirst-quenching and satisfying. For the moment it warms the palate, but it leaves you cooler afterwards. By taking O.T. you escape the risk of impurities in water, and the possible ill-effects on the stomach of cold draughts.

**NO OTHER DRINK IN THE WORLD HAS BETTER GUARANTEES FOR PURITY AND GOODNESS**


**BUY A BOTTLE TO-DAY**

**GOOD GLASSES PROPERLY FITTED.**

There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends.

Personal attention is given to the examination and the fitting of lenses that will relieve all troubles. The only charge is for the glasses.

**N. LAZARUS, Ophthalmic Optician,**  
1A, D'Aguiar Street.  
Note—The Only European Optician in D'Aguiar Street.



**THE ROYAL WORKS—TER AMERICAN CORSET ON VIEW.**

**CASSUM AHMED, DRAPER.**  
32/4, WELLINGTON STREET.  
48, NATHAN ROAD, KOWLOON.

## The Advancing Prices

which prevail in almost every line of business should produce alertness all round. As a business house of wide operations we are watching for every available opportunity of bringing to the public generally the best possible value. This efficient service is made possible by the fact that we are large buyers and sellers for cash. We invite the enquiry and court the comparison of the keen-buying householder.

**QUEEN'S DISPENSARY, WHOLESALE & RETAIL CHEMISTS.**  
T. 493, 31, QUEEN'S ROAD, CENTRAL.

## THE GENERAL ELECTRIC CO. OF CHINA, LIMITED.

MANUFACTURERS AND IMPORTERS.

HEAD OFFICE—  
7, Jinkee Road,  
Shanghai.  
Telegrams—  
"Genelotric."

16, Des Voeux Road,  
Hongkong.  
Telephone 518.  
Telegrams—"Sparkling."

MANUFACTURERS of Complete Electric Plant, Power schemes and Complete Telephone Installations.

## WORKS.

LONDON, WITTON, MANCHESTER, BIRMINGHAM

LARGE STOCKS held of all Electrical Supplies, Wires, Cables, Fittings, Shades, Bells, Telephones, Batteries, Switchboards and Switch Apparatus, Steam Dynamo Sets, Motors, Arc Lamp Carbons, Robertson Lamps and Osram Metal Filament Lamps.

FULL PARTICULARS AND ESTIMATES GIVEN ON APPLICATION.

EMBROIDERY AND RARE LACES  
SWATOW DRAWN WORK.

LADIES TAILORING.

SWATOW TRADING COMPANY, HONGKONG.  
OPPOSITE THE CLOCK TOWER.

## THE FRENCH STORE,

Well known in the Colony for many years, have removed to their new shop, where they are prepared to offer customers the latest **DELICACIES DIRECT FROM PARIS**, and the continent.

The **BEST** is only obtainable with

**US!**

TEL. 794. 25, DES VŒUX ROAD, CENTRAL.

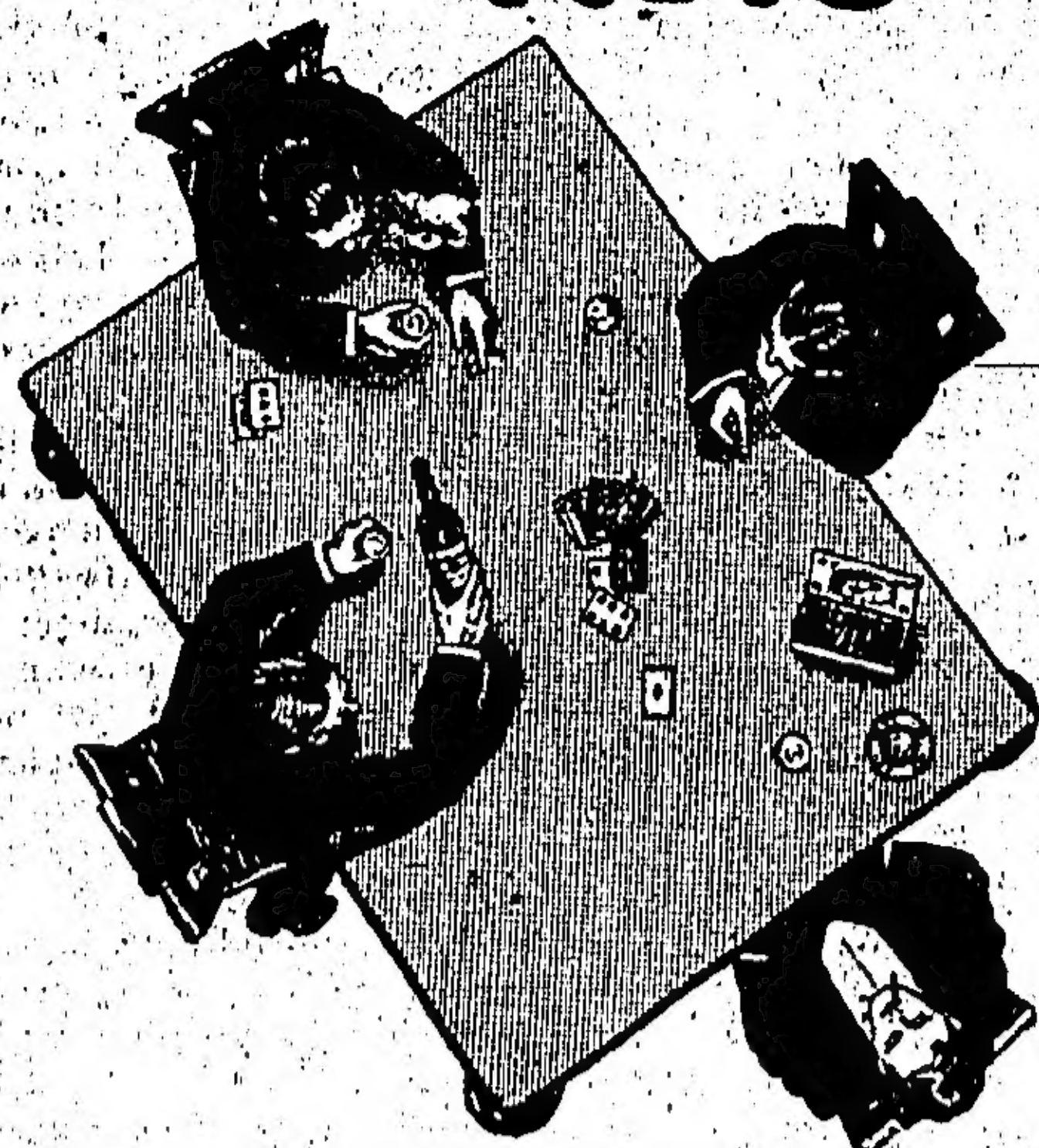






# WATSON'S

## No. 10



AS A PRACTICAL DISINFECTANT FOR USE  
AGAINST SUCH DISEASES AS  
PLAGUE & CHOLERA



IS UNRIVALLED

PR. F. H. R. KENWOOD STATES  
"IT WAS FOUND THAT IZAL SOLUTION OF THE  
STRENGTH OF 1 IN 150 ACTING FOR 12 HOURS  
DESTROYED THE PLAGUE GERMS IN 2/3 OF 24 HOURS  
MENT."

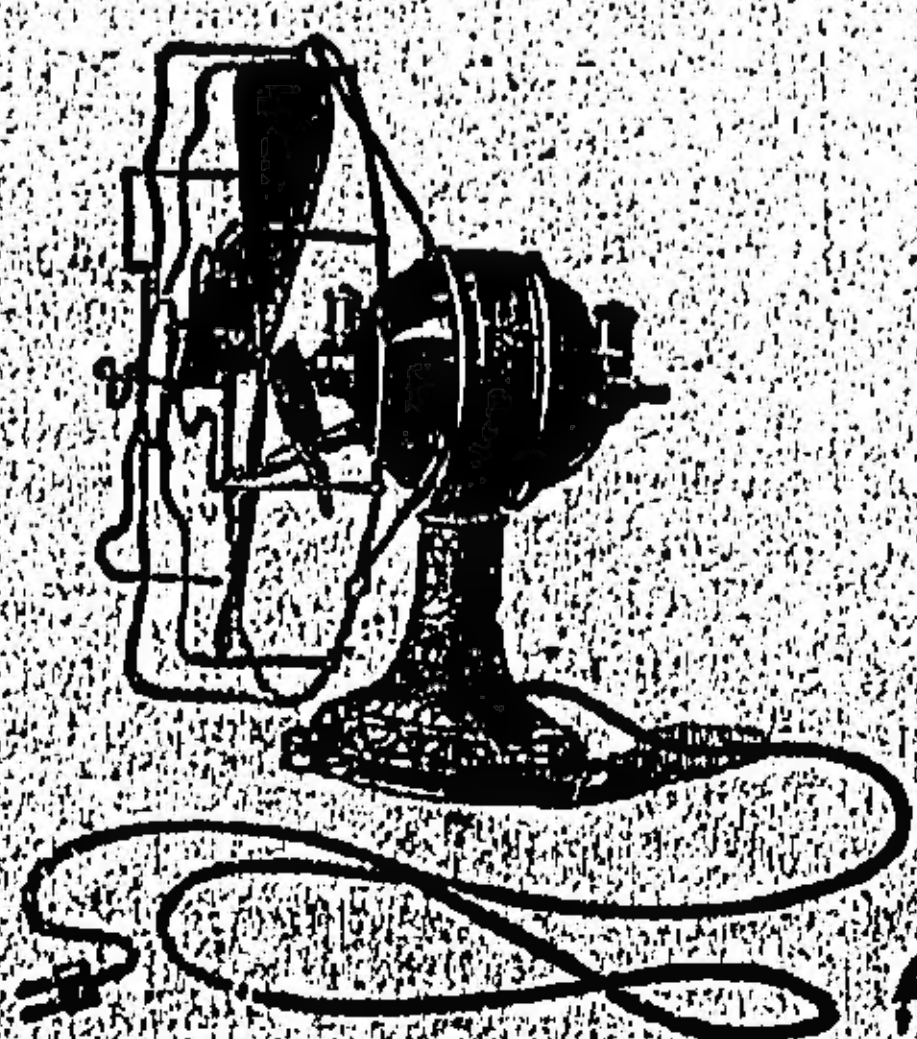
AGENTS: W. R. LOXLEY & CO.,  
YORK BUILDING

## REMOVAL NOTICE.

To enable the "HONGKONG TELE-  
GRAPH" to cope with STEADILY  
INCREASING BUSINESS, demanding more  
COMMODIOUS PREMISES, the office  
has been removed to No. 1 Ice House  
Road—Corner of Battery Path and Queen's  
Road.

## FANS.

THE HOT WEATHER  
WILL SOON BE HERE!!



GET ONE OF OUR  
"A. E. G."  
FANS  
AND BE PREPARED.

ARNHOLD KARBURG  
& CO.,

Sole Agents.

Phone No. 3.

Awarded Gold Medal at the

Anglo-Japan-  
ese Exhibition

London

1912.

The Best and  
Cheapest



AGENTS  
MITSUI BUSSAN KAISHA LTD.



## THE FINEST LONDON GIN

DISTILLED BY CANADA

Sir Robert Burnett &amp; Co.

OLD TOM GIN.  
DRY GIN.

UNEQUALLED IN QUALITY.

A. S. WATSON &amp; CO., LTD.

ALEXANDRA BUILDINGS.

## NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$30 per annum.  
Weekly issue—\$13 per annum.  
The rates per quarter and per m. m., proportional. Subscriptions for any period less than a month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order, "HONGKONG TELEGRAPH."

## BIRTHS.

GOLDMAN.—On March 21, 1913, at Shanghai, to Mr. and Mrs. M. Goldman, a son.

PUGH.—On Friday, March 21, 1913, at 16, Wayide Road, the wife of Mr. Ellis Pugh of a daughter.

## DEATH.

READ.—On March 21, 1913, at the Municipal Hospital, Shanghai, Philip, infant daughter of Mr. and Mrs. H. H. Read, aged 13 months. The funeral took place at the Pukin Cemetery on Sunday, the 23rd instant.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C.; 5th edition. Western Union.

## The Hongkong Telegraph.

HONGKONG, SATURDAY, MARCH 29, 1913.

## EDUCATION AND INDUSTRIAL PROGRESS.

The close relationship which education bears to a nation's industrial progress scarcely needs emphasising these days. It is at least quite apparent to the thinking man and to the student of world-movements. But the other fact must also be admitted, namely, that there are thousands who never give a passing thought to the vital co-relation of the two. Unhappily, indifference in this regard is most palpable in England, and as grown-ups give little thought to the matter, it need occasion no surprise that the young people betray comparatively small anxiety to improve their knowledge. Without a doubt, if Britain is to hold her place in the world, sacrifices will have to be made by the boys and girls of the nation, the boys especially, for in the industrial struggle of the future the trained, educated man will be the determining factor.

There have been many signs of late that the present generation is not doing what it might so as to become equipped as it should do. And the latest of these is to be found in the London County Council Education Committee's report on eight years of technical education schools (mostly evening) which has recently been published. There is slackness and indifference written large over this document. For example, out of the 125,000 students enrolled, 43,000 made less than 14 hours' attendance in any subject, and it is not surprising to read that nearly one-third of the students were ineffective. In many instances the personnel of classes so change that teaching becomes impossible. No fewer than 500 authorized classes were closed before the session was one month old. There are various reasons assigned to account for the lack of interest in the inducements held out. One is the picture theatre, of which it is said, "These have, for at least a time, taken hold of the imagination of the people, and both young and old apparently cannot resist the charm of the living canvas." The break from Easter to September, during which evening schools are closed, is also blamed, and it is pointed out that practically a new school is opened every year in the same building.

One cannot help contrasting the state of affairs revealed by the report referred to with the great success achieved in the working of continuation schools in Germany, where local authorities are given the power to make, by laws requiring compulsory attendance of scholars. However, it is good to note that day trade schools are now being established in London, and it may well be that much of the good material now passing out of the elementary schools and going to waste will be properly taken in hand. Gradually a system of continuation trade schools is to be established, and by it boys will be given a chance to qualify for entering the higher branches of industry. In this way at least a part of the ability now lost in unskilled labour may be saved to the country.

## A Sound Policy.

We can commend to those who have at heart the interests of China, and of British trade in China, the calm and matured statement on the Chinese Loan made by Sir Edward Grey in the House of Commons, which is printed elsewhere in this issue. It is clear evidence of the absolute consistency of British policy on this vexed question. It is apparent from Sir Edward's observations that, up to the present, the American withdrawal from the International Group has had no effect on Britain's policy, and we thoroughly agree with the expressed conviction that a continuation of the policy of co-operation with other Powers is the only sound one to be followed in the present situation in China. The Foreign Minister laid his finger on the whole point when he feared that a policy of unrestricted competition to lend money to China would result in competition between different countries to secure political advantages for easy loans on improvident terms. There is the danger, and we would that China could only realise it, as well as realise the danger she is in.

## The Great Seal.

An interesting paragraph has gone the rounds to the effect that Lord Haldane had to get Royal permission to accept the invitation to America. This is on account of his possession of the Great Seal, which he is presumed never to leave out of his sight. It is a grave constitutional offence to take the Great Seal out of Britain. It has only been done once—by Cardinal Wolsey when he visited the Low Countries in 1521, and this was remembered against him on the day of his downfall. Many of our readers will remember what Mr. Solomon Pell, that intimate friend of the Lord Chancellor, told Mr. Weller and his coaching friends when he described the occasion, on which this Lordship "dropped himself in" confidence. Only Mr. Pell and the Lord Chancellor were at dinner "but everything was as splendid as if twenty people had been expected—the Great Seal on a demitasse waiter at his right, and a man in a bag wig and a suit of armour guarding the door with a sword and with stockings—which is perpetually done, gentlemen, night and day."

The late Rev. A. H. Stanton, who has been one of the curates of St. Alban's, Holborn, for over forty years, and his fame as a preacher, and—what is better still—a worker, had become world-wide. He was one of the brave little band of men (that included Charles Lowder, Arthur Heriot Macdonochie, and other well-known names) who were responsible for what one might term the second stage of the Oxford Movement. Such men had many enemies and few friends, the bitterest among the former being the clergy of their own Church, and the most loyal among the latter, Mr. Gladstone, "Tom" Hughes, Earl Nelson, who died the other day, and the late Marquis of Ripon, who subsequently became a Catholic.

The Working Man's Friend.  
"Father" Stanton struck out a definite line, guided by purely conscientious motives, and stuck to it. He made himself so much the friend of the working man, and was so exceedingly humble-minded, that many people never knew that he was, underneath all, a scholar. As a matter of fact, he could be all things to all men, and the present writer well remembers hearing him carry on a lengthy conversation, in the broadest Cockney slang, with an ungodly costermonger who subsequently became one of Mr. Stanton's most ardent converts. Goodness to his soul! he was a man; rather a scarce article in these days.

A Stray Bullet.  
We have been informed that a stray bullet, presumably from the King's Park Rifle Range, has been found in a wooden window frame by the doctor at the Kung Wah Hospital. Some time ago another stray bullet was found at the same hospital.

## DAY BY DAY.

Simplicity of life means tranquillity of mind.

The Mails.  
English Mail.—Despatched per s.s. India at 12.45 p.m. to-day.

Siberian Mail.—Closes per s.s. Linn at 5 p.m. to-day.

American Mail.—Closes per s.s. Nile on Monday at noon.

Bramble Arrives.  
H. M. S. Bramble arrived here yesterday.

English Mail.  
The English Mail of the March 1, was delivered in London on March 28.

Returned to His Ship.  
A man named Edward Smith who is reported to have been missing from the s.s. Bilbister has returned to his ship.

Left for Home.  
Police Sergeant Kerr, Lamont, Kendall and Lance Sergeant Lanigan are proceeding Home, on leave, to-day, by the India.

Going Home.  
Mr. E. F. Mackay, head of Messrs. Butterfield and Swire in Shanghai, with Mrs. Mackay and family, left Hongkong to-day by the India for Home.

Union Church Pastor.  
The Rev. J. Kirk Macdonachie, who arrived in the colony this week to take over the pastorate of the Union Church, will conduct the services on Sunday morning and evening.

C.Y.C. Closing Cruise.  
The C.Y.C. are holding their closing cruise of the season on April 20 at Kowloon Bay for while some popular races have been arranged. The prizes will be presented by Mr. J. Spittles.

For Home.  
Among the passengers who left for Home to-day by the English mail steamer India were Admiral Sir A. Winsloe, Lieut. Cowan, R. N., Capt. C. E. Hunter, R. N., the Rev. and Mrs. Copley Moyle and Mr. W. D. Jupp.

Re-numbering of Houses.  
The houses in the Tung Street and Lee House Road have been made by the Assessor, and are notified in the Gazette. The thoroughfare hitherto known as Lee House Road becomes Lee House Street.

Appointment Approved.  
His Majesty the King has been pleased to approve the appointment of the Honourable Mr. Charles Montague Ede to be an Unofficial Member of the Legislative Council during the absence on leave of the Honourable Mr. Henry Edward Rollock, K. C.

Supposed Suicide.  
A case of supposed suicide has been reported to the police. A Chinese aged 35, of George's Lane, where a number of rickshas coolies live, is said to have poisoned himself by drinking tea made of poisonous herbs. The body has been removed to the mortuary.

New Advertisement.  
In to-day's issue appears an advertisement from a new firm of tobacconists who are opening an attractive shop at 18 Queen's Road, Central, under the name of the Turco-Philippine Cigar and Cigarette Store. They have imported an excellent brand of cigarettes manufactured by Dedecolou Bros., of Turkey, and sold in three grades: The Dollar Princess, The Flour d'Orient, and The Extra Fine. Besides these the firm stock the best of Manila cigars, and tobaccos of all kinds, both for retail and wholesale.

Quarantine Restrictions.  
The following notification by the Siamese Minister of Local Government appears in the Gazette:—"Whereas information has been received that plague is endemic in Hongkong and many ports in China, it is hereby notified by me, in accordance with clause 162 of the Law on Navigation in Siamese Waters of R. S. 124, that, until further notice, all vessels arriving in Siamese Waters from Hongkong or any port in China, shall stop at the quarantine anchorage at the Island of Koh Phra for inspection, and there remain until released by the Health Officer."

## HONGKONG POLICE REFORM.

A Suggestion to Abolish Chinese Lukongs.

[Special Anti-Lu]

One does not need to be long in Hongkong before he wonders what value, in the interests of law and order, if any at all, is the Chinese lukong. Sunken-shouldered, listless, tiredness personified, he lolls about the thoroughfares—generally as near a refreshment or cigarette stall as he can contrive to get—and appears to be in no other respect more successful than in doing nothing. Can it seriously be said that the lukong is of any real use in the detection or the suppression of crime? It is much to be doubted. His own compatriots neither fear nor respect him, and certainly nobody else does. But apart altogether from the opinion of the ordinary lay observer, what have those who are entitled to be regarded as experts to say on the matter? Ask any European inspector, or other police official, what is the worth of the average Chinese constable; it will probably be placed at that of a row of pins, or less.

What the Lukongs Cost.

It is of interest here to note a few facts about the Chinese section of the Hongkong Police Force, confining ourselves to those employed on street duty. According to the provisions made for the current year, there are 20 sergeants and 322 lukongs. The former of these are paid at the rate of from \$20 to \$25 per month, and the latter from \$12.50 to \$15. In addition, there is house allowance for those of these two classes who are married (this being a new privilege). Summing it up, the Chinese sergeants and constables cost the Colony the nice little yearly sum of close on \$59,000, this without taking into account the free light and quarters which are enjoyed. Reference has been made to the inclination of popular opinion on the point of the worth of the Chinese outdoor force. That the official view is somewhat on the same lines seems clear from the fact that this year four second-class Chinese constables have been reduced to a like number of third-class Indians. In addition, the force has been augmented by 75 additional third-class Indian constables. These facts certainly bear out the impression that the authorities are by no means satisfied with the motley conglomeration of Chinese police which constitutes such a large portion of the Force as a whole.

A Drastic Remedy.

It is at the lowest point, it will be generally agreed that in spending hard on 60,000 a year on Chinese sergeants and constables, the Colony is not getting value for money. What, then, is the remedy? The suggestion to be made is admittedly a drastic one—it is abolition. Let the present army of the Tired Three Hundred be once and for all dispensed with, and the money at present spent on them utilised either by way of strengthening the European section of the Force, or by an experiment being made with other Orientals. In comparison with the other branches, the Europeans are an almost negligible quantity, and if a suggestion subsequently to be made is not practicable, it at any rate would be possible to bring up the European strength of the force to a more reasonable standard. It would not, of course, be advisable to do away with certain of the Chinese in the force, such as plain clothes detectives, who perform a really useful part. Abolition should only apply to the mob of lukongs who do little else than add an Oriental touch to our streets and provide the "Eastern atmosphere" for snaphotting globe-trotters.

A Word for Malays.

There remains the suggestion of replacing the Chinese by some other Oriental type. Malays instantly occur to one. They are, without a shadow of doubt, far more amenable to discipline than most other Asiatics, far more practically-minded, and are streets ahead of the Chinese where daring and courage are concerned. In fact, they do not know what fear is. Mahomedanism with them being carried to the verge of fatalism. Men of this

temp could physically make infinitely more, more active, and more useful policemen than the weary lukongs who shamble along Hongkong's streets. The authorities in Singapore will not employ Chinese in the police force, save to look after the richshas, and the whole explanation of Singapore being better policed than Hongkong is to be found in the fact that Malays, instead of Chinese, are engaged as lukongs. Only quite recently, too, a writer to one of the Straits papers paid a splendid tribute to the work being done by Malays as police and firemen in Colombo. There is, of course, the question of how the Malay would stand the cold season in Hongkong, but the probabilities are that he would in time become thoroughly acclimatised. In British North Borneo, the Filipino is largely used for police duties; and that is a lot, too, which might be borne in mind here. Whatever is the solution of the problem, it will be conceded that the Chinese lukong in Hongkong has proved himself a worthless creature. That is the outstanding fact. It is for the authorities to find the remedy; but in discovering it the suggestions advanced above are, at any rate, worthy of serious contemplation by those who have a controlling voice in these affairs.

## HONGKONG FINANCES.

The Government Gazette contains a comparative statement in tabulated form of the revenue and expenditure for the period ended December 31st, 1912. This shows that the actual revenue was \$8,180,694.08, against an estimate of \$7,677,488.00, and compared with a sum of \$7,315,703.20 for the same period of the preceding year; while the actual expenditure was \$7,202,543.25, against an estimate of \$7,862,678.00, and compared with the previous year's total of \$6,907,113.40.

There were increases under all heads of revenue save two—interest and land sales—while in expenditure there were increases under 13 heads and decreases under 10. The biggest increase in revenue was that of \$578,467.35 for "licences and internal revenue not otherwise specified," and the largest increase in expenditure was \$475,136.38 for "charge on account of Public Debt." Under revenue the decrease in interest was \$9,621.07 and in land sales (premium on new leases) \$100,221.01; while in expenditure the largest decrease was \$174,117.23 on the Post Office, which absorbed an actual expenditure of \$206,847.12 on an estimate of \$553,450.00.

The statement of assets and liabilities for the period under notice shows a balance of \$2,805,120.79.

## NEW CEMETERIES.

It is notified in the Gazette that His Excellency the Governor-in-Council has under Section 90 of the Public Health and Buildings Ordinance, 1903 to 1911, selected as a sufficient and proper place to be used as a Cemetery or burial ground for Chinese, a site to be known as the Hau Pui Loong Cemetery situated near Hau Pui Loong, in Kowloon, containing an area of about 19 acres in the position shown on the plan which is deposited and may be seen in the Office of the Public Works Department.

It is also notified that His Excellency the Governor has selected a site to be known as the Tai Shek Ku Cemetery, situated in Tai Shek Ku, in Kowloon, containing an area of about five acres to be used as a cemetery or burial ground for Indians from the 28th inst. and it shall until further notice be deemed to be an Authorized Cemetery.

## LOCAL SPORT.

Hongkong Cricket League.  
The following is the table up to date:—

Club	22	T. W. D. L. P.	
Hongkong "B"	11	1	33
Gaigongow	14	0	1
Civil Service	11	0	2
Police	12	0	2
Hongkong "A"	10	5	1
R. G. A.	10	8	2
Staff and Dept.	11	2	3
R. E.	10	1	5
R. K. Police	10	1	0
3 points	10	1	0
1 point	10	1	0

## BANDMANN OPERA CO.

Successful Performance of "Gipsy Love."

The New Bandmann Opera opened its season at the Theatre last night before a large audience. The play chosen, "Gipsy Love," is one of Mr. George Edwards' great London successes and is still drawing large houses at Daly's. It is something more than the ordinary musical play and might more properly be described as an opera. At any rate, it sets a new style in plays of this nature. The story of the play was given, in part, in yesterday's issue of the "Telegraph." It is more direct and pleasing than is the case in most musical plays, and it moves evenly and smoothly from first to last.

"Gipsy Love" is much better mounted than most plays of the kind, and a word must be said in particular of the stage setting at the end of the second act. It is doubtful whether anything more striking in this direction has ever been seen in the Colony. But it is Lehar's music which really lifts "Gipsy Love" high above the rank of musical plays. Miss May Glenn's opening solo strikes a rare, arresting note and the same high quality is preserved throughout. There are some haunting lyrics and the music of the finale of the second act is nothing short of magnificent.

For Miss Glenn last night was a distinct triumph. She has a voice of wonderful compass, power, and tone; and Hongkong can seldom have heard her peer. Mr. McGrath, with Miss Glenn, had the major portion of the songs and duets, and he supplemented her work with admirable skill and fine voice. One could have wished to hear more of Mr. F. W. Armstrong, who has a tenor voice of singular sweetness, and no doubt we shall before the season is over. Mr. Frith is—Mr. Frith the incomparable. He had a tremendous reception and, with Miss Moyna Hill and Mr. Victor Courlet, did admirable work in keeping the fun going. And one must not forget the clever and vivacious Miss Violet Frampton, the English lady who stumbles into a Roumanian atmosphere, and carries sunshine with her everywhere.

The minor parts are in excellent hands, and the chorus is particularly sweet-toned. "Gipsy Love" promises well for a successful season. The Company may be congratulated on a most successful opening performance.

## HIS EXCELLENCY.

May Perhaps go on Leave This Year.

We understand that it is likely that His Excellency the Governor will take four months leave beginning somewhere about the commencement of August for the purpose of visiting England. Enquiry at Government House, elicited the statement that His Excellency was by no means certain, though he may go on leave.

While away he will probably avail himself of the invitation of His Imperial Majesty the German Emperor which has been conveyed to him by the Imperial German Consul to be present at the Grand Review of the Imperial Guards which will take place on September 1. We understand that the invitation is considered to be a great honour.

## BISHOP OF VICTORIA.

The Bishop of Victoria has returned from Stirling. He has recently been travelling about in connection with the Chinese Church work in his diocese. Now he expects to be in residence in the Colony for the spring. With the assistance of the O.M.S. Clergy, he has taken charge of the Cathedral in order to enable the Chaplain, the Rev. J. C. O'Connell, to accompany Mrs. Moyle on her journey to England, whither she has gone for medical treatment.

The Bishop will preach at the Cathedral to-morrow morning, and the Rev. A. D. Stewart in the evening. We are asked to say that during April the Bishop's assistant Chaplain for the Cathedral will be the Rev. O. C. Blackett, 30 Bonham Road.



## SPECIAL CABLES.

JAPANESE AVIATION  
DISASTERS.

## TWO LIEUTENANTS KILLED.

Our Own Correspondent.  
Shanghai, March 29.  
It is reported from Tokyo that a military aeroplane fell yesterday, killing two Lieutenants.  
A Parseval airship fell at Aoyama, but there were no casualties.

## ADMIRAL WINSLOE.

Departure from Hongkong  
To-day.

Admiral Sir Alfred Leigh Winsloe K.C.B., C.V.O., O.M.G., left Hongkong to-day on relinquishing his command of the China Station after holding the same since 1910. He left by the P. and O. s.s. India and on Monday Vice Admiral Jerram, O.B., will make his official landing on taking over the command.

Admiral Winsloe was born on April 25 1852 and entered the service in 1875, served in the Egyptian War of 1882 and ten years later was promoted to the captainship. He served on the committee for the revision of the Naval Signals, and in 1890 he served with the Naval Brigade in the expedition against the Sultan of Zanzibar. The following year he went as Commissioner to Messina to fix a boundary between the Portuguese and the Chartered Company and during the China-Japanese War commanded the H.M.S. Sparrow. From 1900 to 1910 he acted as fourth Sea Lord of the Admiralty. Among his other duties he had the honour of commanding s.s. Ophir during the Royal Tour.

OXFORD AND CAMBRIDGE  
DINNER.

To-night's Oxford and Cambridge Dinner with Sir William Rees Davies of Trinity in the Chair, and Sir Charles Eliot of Balliol in the Vice-Chair, ought to be a brilliant function. It is a pity that the good things that are said at these gatherings are not allowed the publicity of the Press. We understand that the speeches of the late Bishop Hoare on these occasions constituted an intellectual treat which any journal in the world would have been proud to reproduce. Two years ago a speech by Bishop Lander paying a marked tribute to the legal profession was received with the most enthusiastic applause—most particularly by a well-known King's Counsel. We are informed that all the addresses are delivered in English and that with the exception of the words *alma mater* very little Latin is used.

## SUIT TO RECOVER \$200.

This morning, in the Summary Court, before Mr. Justice Kemp a Chinese woman named Tong Yang Shum, sued Leung Hing Ngai, to recover the sum of \$200 alleged to be due under a promissory note.

Mr. Grows, of Messrs Hastings and Hastings, appeared for the plaintiff, and Mr. J. H. Gardiner for the defendant.

Plaintiff said that for five years she had lived with the defendant, but had left him about 14 months ago. When she joined him he was paying the family expenses of the house in which she lived, but when his employer died, he was unable to continue doing so. She married her daughter off, and received \$800, \$80 of which went to the middleman. With the money, she paid off some debts, and and paid \$50 to a man on the defendant's behalf, and at his request. Later, she gave the defendant \$50. Subsequently, in the following year, the defendant borrowed \$100, and gave her a promissory note for \$200, covering the whole of this indebtedness to her.

The defence was that there was no valuable consideration for the promissory note.  
An adjournment was ordered to enable a witness to be called.

HONGKONG TWENTY-  
FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending March 29, 1888.)

## Band in the Gardens.

We have often asked that Hongkong might have an open-air band performance. Twenty-five years ago it had, for the "Telegraph" (of March 23) announces:—"By kind permission of Colonel Anderson and officers of the 2nd Northamptonshire Regiment, the regimental band will play in the Public Gardens on Sunday from 3.30 till 5 p.m."

Verily our fathers were better men than we.

China and Manila Steamship Co. Ltd.

The fifth ordinary general meeting of the above company was held on March 23, at the offices of the general managers, Messrs Russell and Co. Praya Central, those present being Messrs W. H. Forbes (Chairman) R. Shawan (Secretary), W. Shawan, E. George, G. R. Potts, J. I. Cox, F. Grimble and B. Byronjones. The chairman observed that the report was most satisfactory, and that the company was now on a sound basis; the steamers were in thorough working order, the Diamante having only recently undergone extensive repairs. He hoped to present even a better report the following year.

Swamp in the Happy Valley.  
"It gives us very great pleasure," writes the editor on March 20, "to be able to announce that His Excellency the Governor has at last seen his way to authorise and put in hand the reclamation of the swamp in the Happy Valley. Tenders are now invited for the reclamation of this hotbed of fever. The public may therefore look forward to having this very desirable and much delayed work completed by the end of the present year."

Legislative Council.—The European Reservation.  
The Legislative Council met on May 27, Sir W. Des Voeux, the Governor, presiding. Among the members present were Dr. F. Stewart, Colonial Secretary, Messrs. A. P. McEwen, C. P. Chater, and J. Bell-Irving. Mr. M. W. Deane, Captain Superintendent of Police, took the oath as a member of the Council.

The Colonial Secretary read a message from the Governor, in which he recommended the passing of an Ordinance entitled "An Ordinance for the re-creation of the European district in the town of Victoria." His Excellency, after reading the message himself, expressed his desire that the Council should pass this Bill. Its object was to provide for the health and comfort of the European community by checking the alarming rate at which the Chinese population of this Colony invaded all the districts where Europeans are located. It was proposed to delimit a certain district where the Chinese were not to build houses; what that district was would appear from the Ordinance.

The Attorney General moved the first reading of this ordinance, the Colonial Secretary seconded, and the Bill was read a first time.

The text of the Bill is too long to give in full; briefly, it rendered it unlawful to build any Chinese tenement within the European District. No Chinese tenement within such European District could be divided with the object of providing for its occupation by more than one person to every thousand cubic feet of internal space. Upon the complaint of any person that a Chinese tenement had been built within the European District, or that any tenement in such District was subdivided or occupied by an undue number of persons, the offender would be liable to fine or imprisonment.

By "European District" was meant that portion of the city on the southern or south-eastern side of a dividing line beginning from a point on the Pokfulam Road at No. 1 Bridge, and passing along the Pokfulam Road, High Street and Bonham Road as far as Ladder Street; thence along the northern boundaries of Inland Lots 573 and 574 and bisecting Lots 523, 423, 157 and 94; thence along the northern boundaries of Lots 100, 108, 122 and 123; thence along Shelley Street and the north-

ern boundary of Lot 125; thence along Chaney Lane, Arbutnot Steps, Wyndham Street, Ice House Lane, Battery Path, Beaconsfield Steps and the north boundary of the Military Parade Ground; thence along Queen's Road East as far as the western boundary of Lots 47 A and 47; thence along a line parallel with, and 200 feet to the north of, Kennedy Road, as far as the Wantai Nullah, and thence along Kennedy Road to its junction with Queen's Road East.

"Journalism as an Art; dedicated, without permission, to the artist (?) who edits the 'China Snail'."

Professor of Journalism:—"First class in journalism—Attention! How do you make paste?"

Class—"Mix X X X family flour with boiling water until the proper consistency is obtained."

"Correct. How do you manipulate shears?"

"Place the thumb in one ring, the fore-finger in the other, and work them up and down."

"Correct. Now clip the editorials from the daily newspapers and paste them in your scrap-books; after which we will take up the subject of patent folding desks, easy-chairs and editorial spittoons."

[That "China Snail" must have been a cheerful sort of periodical. Heaven be thanked it's dead. Those were the unregenerate days of journalism. Would any paper in Hongkong nowadays even dream of cribbing matter from local contemporaries?]

## TO MARINERS.

The following notifications have been issued by the Harbour Master of Hongkong:—

From the 15th April, the fog signal at Waglan Island will be altered from fog guns to an explosion remaining as before.

The master of Panama Maru reports having passed two bamboo boats about 40 feet long and one spar about 20 feet long, evidently attached to some sunken object. Spar sometimes standing upright, sometimes lying flat on the water, on the 27th March, 1913.—Lat. 24° 17' 30" N., Long. 118° 40' 30" E.

## COAL REPORT.

Messrs. Hughes and Hough's Coal Report, dated Hongkong 28th March, states:—

Coal Expected:—Wales 6,500; Japan 49,800; Dairen 6,100; North China 4,000.

Arrivals:—March 14th No. 3, Otsu Maru, s.s. 3,400 tons Dairen, sold; 14th Tokai Maru, s.s. 5,800 tons, Miike, sold; 14th Singan, s.s. 2,100 tons, Hongkong, sold; 14th Clere Jebson, s.s. 2,200 tons Hongkong for Canton; 18th Torilla, s.s. 1,450 tons, Moji, sold; 18th Benlomond, s.s. 6,000 tons, Moji, sold; 18th Daito Maru, s.s. 2,400 tons Dairen for Canton; 19th Yung, s.s. 1,900 tons Hongkong for Canton; 20th Kuisang, s.s. 1,450 tons Moji, sold; 21st Bujo Maru, s.s. 3,400 tons Moji, sold; 23rd Ryojun Maru, s.s. 2,100 tons Moji, sold; 23rd Daiho Maru, s.s. 3,700 tons, Miike, sold; 23rd Fausang, s.s. 2,900 tons, Chin-wan-tan, sold; 26th Canton Maru, s.s. 2,080 tons Moji, sold.

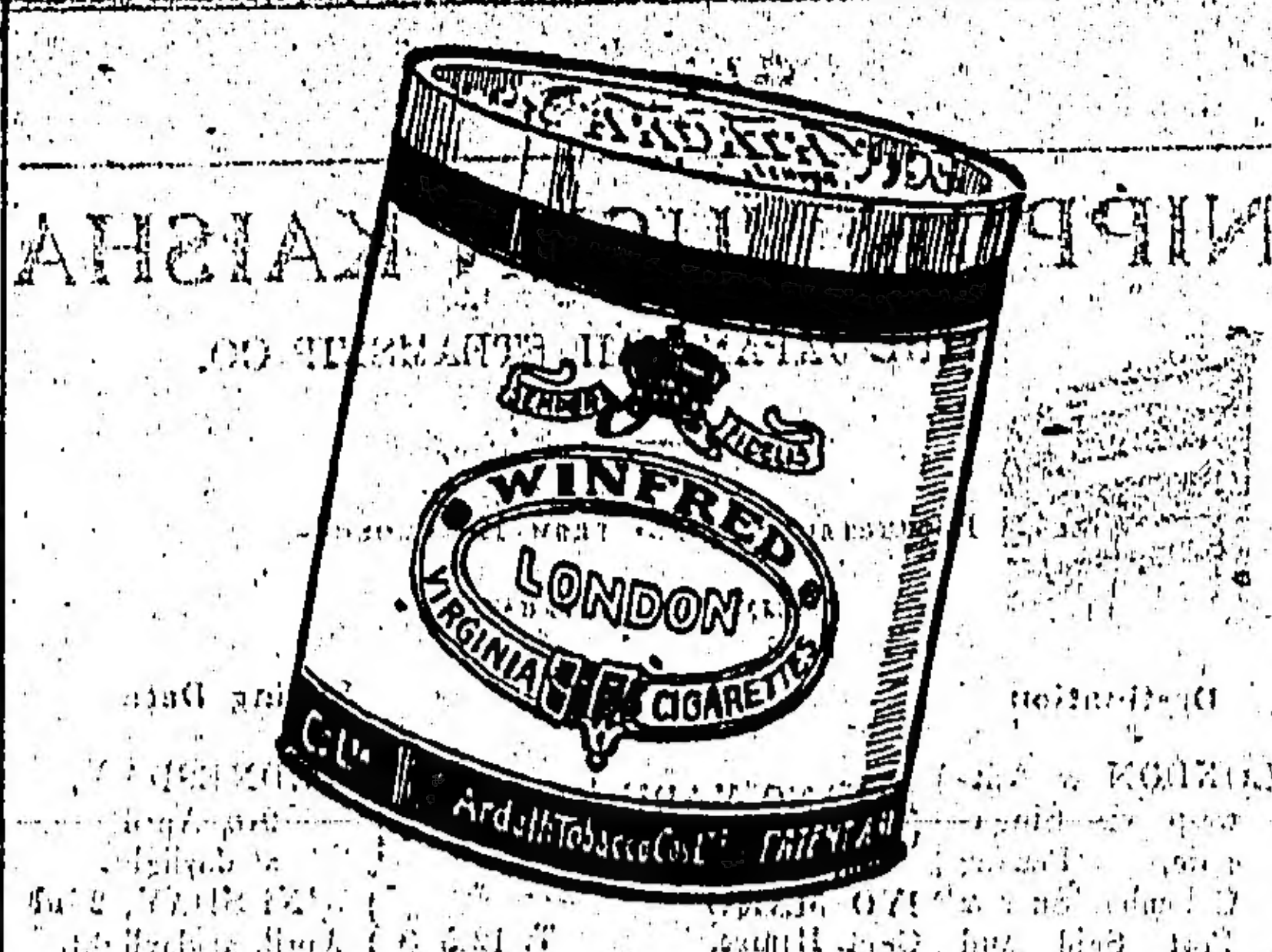
Sales:—Small sales at quotations.

## STOLEN STAMPS.

Before Mr. O. D. Melbourne, at the Police Court, this morning, Sergeant Appleton charged a youth with stealing \$24 worth of postage stamps from a drawer in the office of Messrs. Dodwell and Company. It was alleged that the youth who was formerly employed by the firm as a substitute, entered the premises in the early morning and broke open a drawer.

Defendant was sentenced to one month's imprisonment.

Opium Cases.—At the Police Court, this morning, the highest fine for breach of the Opium Ordinance was \$9. The cases were brought up by the opium farmer.



**WINFRED** VIRGINIA CIGARETTES  
REMARKABLE QUALITY, MODERATE PRICE  
\$0.50 PER TIN OF 50.  
**KRUSE & CO.**

## ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals, begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Sze Yap S.S. Co. \$10.

## 400 Poisoned Trout.

As the result of a collision during shunting operations a tank containing several tons of vitriol was thrown over an embankment into the road adjoining Okehampton Railway Station, Devon. The acid poured in streams down the roadway, and flowed through a field and down gulleys to the river, where, it is estimated, it killed 400 trout many of which when examined were found to have their skin peeled and bleached by the acid.

To-day's  
Advertisements.To-day's  
Advertisements.

PARTICULARS AND CONDITIONS of the letting, by Public Auction Sale, to be held on Monday, the 7th of April, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

Lot No.	Location	Area (Approximate)	Annual Rent	Upset Price
1	Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	100,000	\$100	\$100

INDO-CHINA STEAM NAVI-  
GATION CO., LTD.  
FROM CALCUTTA, PENANG  
AND SINGAPORE.

## The Company's Steamship

"LAISANG" having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 29th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by SARDINE MAHESON & CO., LTD., 22, General Manager, Hongkong 28th Mar. 1914.

To-day's  
Advertisements.

THE TURCO-FILIPINO CIGAR AND CIGARETTE STORE.

Sole Agents of the BEST Guaranteed Turkish Tobacco from Dedeoglou Bros. of Turkey. No. 1 DOLLAR PRINCESS No. 2 FLEUR D'ORIENT No. 3 EXTRA FINE. Dealers in ALL Tobaccos and Manila Cigars. 18, Queen's Road.

To-day's  
Advertisements.

PARTICULARS and CONDITIONS of the letting, by Public Auction Sale, to be held on MONDAY, the 8th day of March, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land adjoining Rural Building Lot No. 71, Craigmin Road, Road in the Colony of Hongkong, for a term of 21 years.

## PARTICULARS OF THE LOT.

Lot No.	Location	Area (Approximate)	Annual Rent	Upset Price
1	Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	100,000	\$100	\$100

## TOYO KISEN KAISHA.

## The Steamship

"TENYO MARU" FROM SAN FRANCISCO, via HONOLULU, and JAPAN PORTS, AND SHANGHAI.

The above-named Steamer having arrived, Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Company's Godown, whence delivery may be obtained.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Godown, and all Goods remaining undelivered on Friday, 4th April, will be subject to rent and landing charges.

All on fed. and otherwise damaged Cargo to be left in godown; examination of same to be held on Saturday, 5th inst. at 10 a.m.

All Claims must be filed on or before 15th April otherwise they will not be recognised.

Sole Agents, S. O. BIMOOTO, Hongkong 28th Mar. 1914. (260)

## WANTED.

WANTED by young gentleman (British) comfortable home in private family. Telephone optional. State terms and full particulars to "Colonial" Hongkong Telegraph.

## DAIRY FARM NEWS.

Something Good. HAVE YOU TRIED OUR Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT TO BE ABSOLUTELY THE BEST IN THE COLONY.

Prove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT.

SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS, EXACTLY AS WANTED.

**WM. POWELL, LTD.**  
TELEPHONE 846

**PURE LINENS FOR DRESSES**

IN A LARGE VARIETY OF SHADES.

Special Value 85 CTS. PER YARD.

**OUR BREAD** PERFECTION. CAKES AND PASTRY PAR EXCELLENCE. TIFFINS, DINNERS & REFRESHMENTS THE BEST. **ALEXANDRA CAFE CO.**

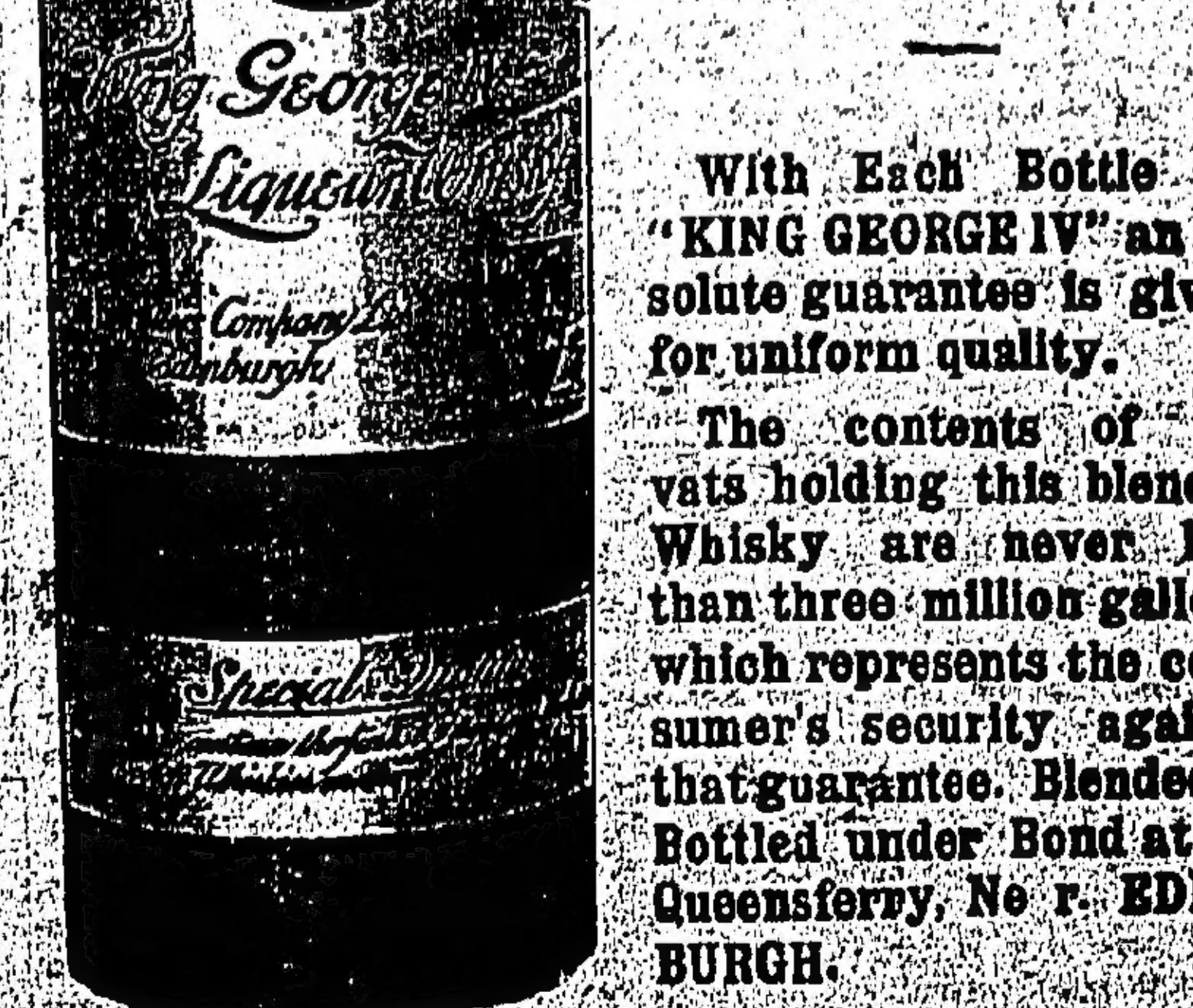
**LANE, CRAWFORD & CO.** GENTLEMEN'S TAILORING

DEPT. NEW SPRING GOODS. INSPECTION INVITED.

**LANE, CRAWFORD & CO.**

"KING GEORGE IV."

**WHISKY** THE TOP NOTCH OF SCOTCH.



With Each Bottle of "KING GEORGE IV" an absolute guarantee is given for uniform quality. The contents of the vats holding this blended Whisky are never less than three million gallons which represents the consumer's security against that guarantee. Blended & Bottled under Bond at S. Queensferry, No. 1 EDINBURGH.

**THE DISTILLERS COMPANY, SOLE AGENTS. GANDE, PRICE & CO., LTD.** WINE MERCHANTS. 10, Queen's Road Central, Hongkong. Tel. No. 136.



## Shipping

CANADIAN PACIFIC RAILWAY  
COMPANY'S.  
ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ...	April 5	"E. of Ireland" ...	May 9
"E. of Japan" ...	April 26	"E. of Ireland" ...	May 30

All steamers leave Hongkong at 8 P.M.  
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. Craddock, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SWATOW, O'FOO & C'AO	FAUSANG	Sunday, 30th March, at D.
TIENTSIN via SWATOW	CHIPIHINO	Sunday, 30th March, at D.
SHANGHAI via SWATOW	CHOYANG	Sunday, 1st April, at daylight.
Y'HAM, KOBE & MOJI	LAISANG	Sunday, 1st April, at D.
SINGAPORE, PENANG	KUMSANG	Thursday, 3rd April, at 2 P.M.
MANILA & CALCUTTA	YUENSANG	Saturday, 5th April, at 2 P.M.
SANDAKAN	MAUSANG	Saturday, 5th April, at Noon.

## RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Katsang," "Namsang" and "Fooksang" leave about every 8 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**  
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM  
PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

For	Steamship	Date of Sailing
LONDON & ANTWERP	DEN OF CROMBIE	About 5th April
MARSEILLES, LONDON & ANTWERP	DEN OF GLAMIS	30th April

## NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

V'COUVER, SEATTLE, TACOMA & P'LAND	FLINTSHIRE	About 5th April
VICTORIA, VANCOUVER & SEATTLE	HARPAGUS	10th June
PORTLAND, TACOMA & SEATTLE	MONMOUTHSHIRE	27th June

Cargo accepted on through Bills of Lading to all ports in Europe, and North and South America.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**  
AGENTS.

HONGKONG, CANTON, MACAO,  
AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
AND THE CHINA NAVIGATION CO., LTD.,  
HONGKONG-CANTON LINE.  
HONGKONG TO CANTON—CANTON TO HONGKONG  
SATURDAY, 20th MARCH.  
10.00 p.m. "KINSHAN." 5.00 p.m. "HONAM."  
SUNDAY, 30th MARCH.  
10.00 p.m. "HONAM." 4.00 p.m. "KINSHAN."  
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" Tons 1651 S.S. "SUI AN" Tons 1651  
HONGKONG TO MACAO.  
S.S. "SUI AN" at 8 A.M. from Wing Lok Street Wharf.  
S.S. "HEUNGSHAN" 2 P.M. from Company's Canton Wharf.  
Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.  
**EXCURSION TO MACAO**  
SUNDAY, 30th MARCH.

## The Company's Steamship,

"SUI AN"  
will depart from the Company's WINGLOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.  
The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WINGLOK STREET WHARF.  
This steamer connects with the excursion steamer returning from Macao at 5 P.M.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. HOI SANG, 467 Tons.  
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.  
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

## JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 389 Tons, and "NANNING," 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 8 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior cabin accommodation and are fitted throughout by electricity. Electric Fan in each Cabin. Smoking Office open daily. (Sunday excepted) 9 A.M. to 5 P.M.  
Further particulars may be obtained at the office of the

**HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.**  
ROBERT MATHESON & CO., LTD.  
General Managers.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination	Steamers	Sailing Date
LONDON & Antwerp via Singapore, Penang, Colombo, Suez & Port Said and Marseilles.	KITANO MARU Capt. E. Cope T. 10,000	WEDNESDAY, 9th April, at daylight.
VICTORIA, B.C. & SEATTLE via Shanghai, Moji, Kobe, Yokohama & Yamanashi.	IYO MARU Capt. Hirase T. 12,500	WEDNESDAY, 2nd April, at daylight.
SYDNEY & MELBOURNE via Manila, Townsville, Townsville & J. B. Strait.	ISADO MARU Capt. Asakawa T. 12,500	TUESDAY, 8th April, at Noon.
BOOMBAY via Singapore and Colombo.	YAWATA MARU Capt. Sekio T. 7,000	WEDNESDAY, 9th April, at Noon.
CALCUTTA via Singapore, Penang and Rangoon.	INABA MARU Capt. Tomioka T. 12,500	WEDNESDAY, 7th M'y, at Noon.
	IKAMAKURA MARU Capt. Hori T. 12,500	MONDAY, 31st March.
	CEYLON MARU Capt. Noma T. 12,000	SATURDAY, 5th April.

KOBE and YOKOHAMA	TANGO MARU Capt. Kawata T. 12,000	THURSDAY, 10th April, at Noon.
YOKOHAMA	NIKKO MARU Capt. Yagi T. 9,500	WEDNESDAY, 9th April, at Noon.
SHANGHAI, MOJI & KOBE	SANUKI MARU Capt. Richards T. 12,500	WEDNESDAY, 9th April.

Cargo only.

Fitted with a system of wireless telegraphy.

## PASSENGER SEASON FOR 1913.

## FOR EUROPE.

Steamer	Tons displacement	Leaving H.K.
Kitano Maru	10,000	9th April.
Iyo Maru	12,500	2nd April.
Hirano Maru	15,000	7th May.
Tango Maru	12,500	31st May.

## FOR AMERICA.

Sade Maru	12,500	8th April.
Yokohama Maru	12,500	22nd April.
Shidzenko Maru	12,500	30th May.
Timba Maru	12,000	8th June.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HOIHOW & HAIPHONG	SUNGKIANG	30th March, at 10 A.M.
NINGPO	CHIHU	31st March, at 4 P.M.
MANILA, CEBU & ILOILO	TEAN	1st April, at 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

## DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—Twin Screw Steamers "Tea" and "Iaming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon and accommodation of S.S. "Kaifong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Arhat, Okama, Iwaka, Okama), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Miray Pier at 10 o'clock every Sunday night.  
These steamers land passengers in Shanghai, or Hsia, the two nearest ports of transshipment at Wootung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to  
**BUTTERFIELD & SWIRE.**  
Agents.  
Telephones Nos. 38.  
Hongkong 27th March, 1913.

## COMPAGNIE MARITIME INDO-CHINOISE

## Direct Line to Tonquin.

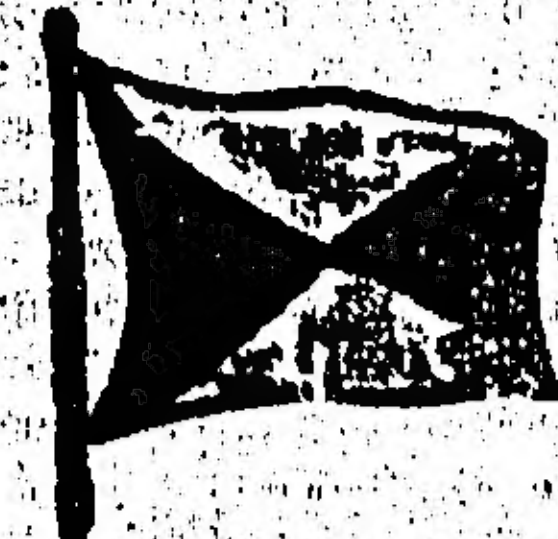
S.S. "SIKIANG."

CAPT. HENRY.

Will leave Hongkong for Haiphong  
ON WEDNESDAY, APRIL 2ND, AT 2 P.M.  
Trip in two days only.

For passage and Freight apply to **P. THOMAS.**Agent **MESSAGERIES MARITIMES CIE.**

## Shipping

HONGKONG—  
PHILIPPINES.  
PHILIPPINES  
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	400	F. S. McMurray	Manila, Manganilo, Iloilo and Cebu.	MONDAY, 7th April, 4 P.M.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NEW YORK, PHILIPPINES, CHINA, JAPAN, LTO.

For Freight or Passage apply to

**SHEWAN TOMES & CO.**

GENERAL MANAGERS

Hongkong 26th February, 1913.

JAVA-CHINA-JAPAN  
LIJN.Regular For Nightly Service between  
JAVA, CHINA and JAPAN.

Steamer	Tons	Expected on	Will leave on
Tjikini	JAVA	2nd half Mar.	18th Mar.
Tjikong	JAVA	2nd half Mar.	2nd half Mar.
Tjikong	JAPAN	2nd half Mar.	2nd half Mar.
Tjikong	JAPAN	2nd half Mar.	2nd half Mar.
Tjikong	JAPAN	2nd half Mar.	2nd half Mar.
Tjikong	JAPAN	2nd half Mar.	2nd half Mar.
Tjikong	JAPAN	2nd half Mar.	2nd half Mar.
Tjikong	JAPAN	2nd half Mar.	2nd half Mar.
Tjikong	JAPAN	2nd half Mar.	2nd half Mar.
Tjikong	JAPAN	2nd half Mar.	2nd half Mar.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

**JAVA-CHINA-JAPAN LIJN,**  
York Building.

Telephone No. 375.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Pacific Lines to Europe.  
PR. 1011 SAILING FROM HONGKONG. (Subject to alteration).

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru"	11,000	A. G. Stevens	April 1st, Noon.
S.S. "Tenyo Maru"	12,000	E. Bent	April 8th, Noon.
S.S. "Shinyo Maru"	12,000	H. S. Smith	April 29th, Noon.
S.S. "Chiyu Maru"	12,000	W. O. T. F. May	May 27th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post offices.

## INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, YAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 1st April, 1913, at 5 P.M.

## SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only 2-galar Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of sailing
Bayo Maru	10,500	Thursday, April 3, Noon 1913.
Hongkong Maru	11,000	Wednesday, June 4, Noon.
Kiyo Maru	17,000	Tuesday, August 5, Noon 1913.

For Further Particulars as to Passage and Freight, apply to

**S. MORIMOTO, Agent.**  
(KING'S BUILDING Opposite Blake Pier) (1)

"THE BIG" 4 OF THE  
PACIFIC MAIL S.S. CO.

MONSOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screw.	17,000 tons, twin screw.	18,000 tons, twin screw.	18,000 tons, twin screw.
Also 11,000 tons, 11,000 tons, 11,000 tons, 11,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (the Paradise of the Pacific). Through Service via New York to Europe.

## SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.  
THE COST is very low by this route with all the advantages, than by any other route. For a return ticket to London the cost is but 4s. 6d. including berth and all other charges. San Francisco via Japan and Honolulu the cost is 4s. 6d. For the INTERMEDIATE SERVICE first class accommodation is provided for 4s. to London (return ticket) and to San Francisco. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers	Tons	Starting	Arrive	Leave
"Nile"	11,000	Mar. 31, at 1 P.M.	Apr. 15, at 3 P.M.	Apr. 22, at 1 P.M.
"Persia"	9,000	Apr. 15, at 3 P.M.	Apr. 22, at 1 P.M.	Apr. 29, at 1 P.M.
"Korea"	18,000	Apr. 22, at 1 P.M.	Apr. 29, at 1 P.M.	May 6, at 1 P.M.

Passengers Lining through tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

## HONGKONG-MANILA SERVICE.

From HONGKONG	From MANILA
Leave Hongkong	Arrive Manila
Apr. 15 PERSLA	Apr. 17
May 15 CHINA	May 16
June 5 NILE	June 8
Leave Manila	Arrive Hongkong
Apr. 15 PERSLA	Apr. 17
May 15 CHINA	May 16
June 5 NILE	June 8

For further particulars apply to **FRED J. HALTON, Agent.**  
P.O. Box 114, International Exchange Building, Hongkong.

THE AUSTRALIAN  
ORIENTAL LINE.

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamers	Active Hongkong from Australia	Leave Hongkong for Australia
CHANGSHA	4th April	24 April
TAIYUAN	18th April	2nd May
GUTHRIE	5th May	23rd May

These steamers are fitted with the latest machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with electric light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

**Butterfield & Swire.**  
Telephone No. 38.

## LOG BOOK.

## Auxiliary Ship Lighting.

The publication of the Report on the Titanic disaster has had much useful effect in drawing attention to many points in connection with ship design, but perhaps the most important question which came up before the Commissioners—apart from that of boat accommodation—was that of dock lighting and of the means of keeping the Marconi or other wireless system in operation, even should the main engine room be flooded out. With modern methods of ship construction it is quite possible for the stokehold to be completely flooded and yet for the ship herself to remain afloat for a long period or even indefinitely, provided the conditions are favourable. But unfortunately the flooding of the engine room involves not only the breakdown of the main propelling machinery of the ship, but also the complete stoppage of the auxiliary engine equipping and including the important items of the pumping and lighting plant. The latter is now of supreme importance owing to the fact that the wireless apparatus is supplied with power from the same circuits as the ship's lights. It is to obviate these conditions of possible stoppage that an experiment is now being tried by one of the large steamship lines in the shape of a petrol or paraffin electric light set, situated on the bridge deck and far removed from any possibility of immersion. The function of this set is the supply of current for the deck lights and for the wireless installation, throw-over switch being provided by which power can be taken alternatively either from this set or from the usual ship lighting set, situated in the engine room and steam driven. The vessel upon which this installation is being fitted is now under construction at Dumbarton by Messrs. Denny for the Union-Castle Line. As an objection to this arrangement it may be urged that the introduction of any heavy weights such as moving machinery on the upper deck must add to the top hamper of the vessel; but a modern petrol set is light in weight compared to other types of prime movers, and as it cannot weigh much more and certainly occupies much less space than any one of the ship's boats, and as its presence on board is an important safeguard, equivalent in value to many boats, this objection cannot be said to be much moment. In some cases, it is true, emergency mechanism of various types is sometimes provided which, on being put to the supreme test of use, is found to fall through lack of proper continual attention. Here, however, the running of the set for a couple of hours each evening would ensure the keeping of the engine in good working order. The installation, similar but larger sets, to which are under design by Mr. O. Paul Monckton of 11, Victoria Street, for other large steamship companies, consists of a 28 H.P. Brooke motor, direct coupled to a 20 K.W. Siemens dynamo generating current at 110 volts. The motor is of the standard vertical four-cylinder type with Bosch ignition and alternative accumulator starting. The whole is mounted on a single bedplate and the crank shaft, passing through the base of the radiator, which is situated between the engine and the dynamo, is direct coupled to the dynamo shaft. The radiator is of the tubular type, with ample surface. The motor cooling is used, and a powerful fan driven by belt from the crank shaft end of the engine through a shaft passing along the tops of the cylinders is found to induce a current of air, amply sufficient to keep the radiator cool. Large movable "independent" plates are provided to enable the crank pit to be examined and the crank itself can easily be taken out should occasion require. The dynamo is of the multipolar type, with enclosed generating coils, 200 amperes at 110 volts when working at full load.

Don't forget the Ship's Store & Light House.

**ALEXANDER & CO.**  
Canton & Hongkong.



## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

## EAST-ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES  
via STRAITS and COLOMBO.Marseilles, Havre, Bremen and Hamburg and New York.  
And from Manila, Hongkong and Japan to Vancouver (U.S.) and Portland (O.).Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,  
Lisbon, Genoa, and other Mediterranean Levantine, Black Baltic Sea and  
Port, and all North and South American Ports.

## Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Vancouver, S. & T. & P. Land (Or):
S.S. SITHONIA ..... 30th March	S.S. SITHONIA ..... 3rd March
BOYNE ..... 30th April	For Havre & Hamburg:
LIBERIA ..... 13th April	S.S. SCANDIA ..... 16th April
ALEXANDRIA ..... 27th April	For Marseilles & Hamburg:
SEGORIA ..... 30th May	S.S. SPEZIA ..... 17th April
FURSTBROW ..... 10th May	For Rotterdam, Bremen, H. & A. W. P.
BIRKENFELS ..... 24th May	S.S. SACHSEN ..... 18th April
SAXONIA ..... 24th May	For Hamburg & Antwerp:
PRESTON ..... 24th June	S.S. SENEAMBIA ..... 21st April
	For Havre, Bremen & Hamburg:
	S.S. LIBERIA ..... 10th May
	For Rotterdam, Hamburg & Antwerp:
	S.S. BAYERN ..... 20th May
	For Vancouver, S. & T. & P. (Or):
	S.S. S. XOMIA ..... 22nd May
	For Havre & Hamburg:
	S.S. ARBIA ..... 28th May

For Further Particulars, apply to—

Hamburg-Amerika Linie,  
Hongkong Office.BRITISH INDIA S. N.  
CO., LTD.NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.  
WESTWARD.The S.S. "MUTTRA" 4044 tons under Captain H. Carey, will be de-  
parted for SINGAPORE, PENANG & RANGOON on the 7th April at  
noon, taking cargo at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
AGENTS.Telephone No. 21,  
Hongkong, 28th March, 1913.THE TAIKOO DOCKYARD  
& ENGINEERING CO. OF  
HONGKONG, Ltd.TAIKOO DOCKYARD,  
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,  
FORGEWASTERS, BRASS & IRON FOUNDERS, CON-  
STRUCTIONAL, ELECTRICAL & MECHANICAL  
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and  
Wood Work.GRAVING DOCK 787' x 98' x 34' 6"  
Lifts empty Dock in 2-3 1/2 hours.THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displace-  
ment, providing conditions for painting ships with most efficient paint.

CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Ropes, etc.

AGENTS for—

## THE LEEDS FORGE CO., LTD.

Specialists in the Manufacture of RAILWAY ROLLING  
STOCK of every description.Pioneers in the Design and Manufacture of PRESSED STEEL  
UNDERFRAMES and BODIES, and ALL-STEEL RAIL-  
WAY WAGONS.

## JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to  
150 H.P. B. I.  
As supplied to the British Admiralty & War Office.MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-  
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING & LIGHTING SETS, MOTOR VEHIC-  
LES, etc.Dockyard Manager, Mr. J. REID, can be seen between 11 a.m. and  
12 noon at the Town Office.

## BUTTERFIELD &amp; SWIRE,

HONGKONG, CHINA &amp; JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK"

TELEPHONE No. 212

## VESSELS TAKING CARGO.

## European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Den of Crombie.	J. M. & Co.	2 April
London and Antwerp via Singapore, &c.	Nankin	P. & O. Co.	2 April, about
Havre and Hamburg, &c.	Scandia	H. A. L.	10 April
Marseilles and Hamburg, &c.	Spezia	H. A. L.	15 April
Marseilles, London and Antwerp	Den of Glamis	J. M. & Co.	30 April, about
Marseilles, London & Antwerp via S'pore, &c.	Kitano Maru	N. Y. K.	9 April
Mexico, Peruvian and Chili via Japan	Buyo Maru	T. K. K.	23 April
Trieste, Fiume, Venice via Singapore, &c.	Anstria	S. W. & Co.	7 April, about
Rotterdam, Bremen, Hamburg, & Antwerp, &c.	Sachsen	H. A. L.	13 April
Naples, Genoa, Algiers, Gibraltar, S'ton, Manila.	Yorck	M. & Co.	1 April

## New York, San Francisco and Canada.

New York via Suez Canal	Welsh Prince	A. K. & Co.	12 April
Boston & New York via Ports & Suez Canal	Inverclyde	S. T. & Co.	2 April, about
San Francisco via Shanghai and Japan, &c.	Nippon Maru	T. K. K.	1 April
San Francisco via Manila & Japan, &c.	Nile	P. M. Co.	31 March
Victoria, B.C., and Tacoma via Shanghai, &c.	Panam Maru	O. S. K.	2 April
Victoria, B.C., and Seattle via Shanghai, &c.	Sado Maru	N. Y. K.	April
Victoria, Vancouver, B.C., Seattle	Harpagus	J. M. & Co.	10 June, about
Vancouver via Shanghai and Japan, &c.	Empress of India	C. P. R. Co.	5 April
do do do	Empress of Japan	C. P. R. Co.	28 April
Vancouver, Seattle, Tacoma & Portland, &c.	Flintshire	J. M. & Co.	5 April, about
Portland, Tacoma and Seattle	Monmouthshire	J. M. & Co.	27 June, about

## Australia.

Australian Ports via Manila	St. Albans	G. L. & Co.	1 April
do do do	Yawala Maru	N. Y. K.	9 April
do do do	Changsha	B. & S.	9 April
do do do	Coblenz	M. & Co.	19 April

## Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitarom	J. O. J. L.	Quick despatch
do do do	Tjimahi	J. O. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Beginning of April
Singapore, Penang and Rangoon	Muttra	J. M. & Co.	7 April
Hongkong via Singapore & Colombo	Kamakura Maru	N. Y. K.	31 March
Japan	Tjiliwong	J. O. J. L.	Quick despatch
Kobe	Luzon Maru	O. S. K.	19 April
Kobe and Yokohama	Kitano Maru	T. K. K.	9 April
do do	Coblenz	M. & Co.	1 April, about
do do	Prinz Sigismund	M. & Co.	20 April, about
do do	Tosa Maru	N. Y. K.	1 April
Yokohama and Kobe	Austria	J. M. & Co.	29 March
Yokohama and Kobe via Shanghai	China	S. W. & Co.	1 April, about
do do do	Zafiro	S. W. & Co.	31 March, about
Manila, Mangarin, Iloilo and Cebu	Haiching	D. L. & Co.	1 April
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	4 April
do do do	Sosha Maru	O. S. K.	2 April
Anping and Takao via Swatow and Amoy	Nikko Maru	N. Y. K.	9 April
Nagasaki, Kobe and Yokohama	Luetzow	M. & Co.	3 April, about
Shanghai, Tsingtau, Kobe and Yokohama	Jilunga	D. S. & Co.	15 April
Shanghai and Muji	Tilatap	J. O. J. L.	Quick despatch
Shanghai	Tibodas	J. O. J. L.	Quick despatch
do	Tjikini	J. O. J. L.	Quick despatch
do	Koerber	S. W. & Co.	29 March
do	Linan	D. & S.	20 March

## LOG BOOK.

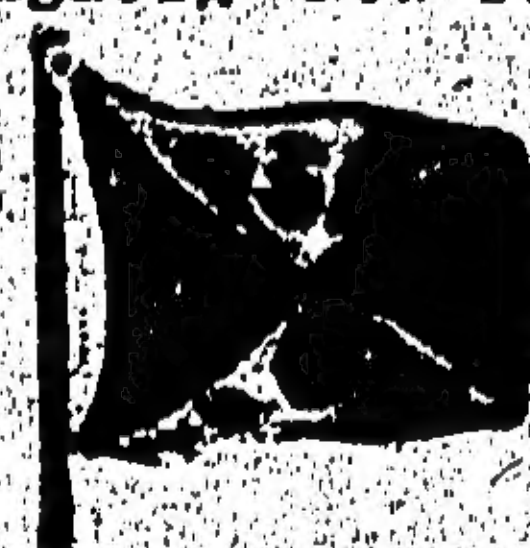
Shipbuilders and the Tonnage  
Outlook.

While shipbuilders are expected to be fully occupied with work throughout the current year, there seems at the present time to be some hesitation in looking new tonnage. One deterrent factor is the extraordinarily high level of prices, while another is uncertainty regarding the amount of employment for all the tonnage that will be in the water next year. "Times"

Toyo Kisen Kaisha Report.  
The business report of the Toyo Kisen Kaisha for the last half-year ending January 31 shows an increase of about 150,000 yen in receipts over the previous term. The directors recommend a dividend of 12 per cent. on preferred shares, and 9 per cent. on old shares for the term. The plan is to be submitted to the ordinary general meeting of shareholders, which will be held on the 28th.Italian Shipowners and Labour Demands.  
Rome, Feb. 25.—The steamship company "Puglia," owing to impossible conditions of pay and treatment imposed by the staff and crew, has decided to

## To Sail

Hongkong—New York.



## AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK via  
PORTS & SUEZ CANAL.

(With liberty to call at the Malabar Coast).

British S.S. "INVEROLYDE"

on or about 2nd April, 1913.

For freight and further information, apply to

SHEWAN, TOMES &amp; Co.,

General Agents.

Hongkong, Feb. 28th 1913. [18]

The company owns a fleet of 20 ships. The crews of six vessels of the company refused to unload at Venice, and insist that the vessels shall continue the traffic. Trouble is feared and energetic measures are being taken by the authorities.

## To Sail

THE AMERICAN & ORIENTAL  
LINE.FOR NEW YORK via SUEZ  
CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"WELSH PRINCE,"

Capt. McErgg, will be despatched as above on Wednesday the 16th April.

For freight and passage apply to

ARNOLD KARBURG &amp; CO.

General Agents.

Hongkong, 25th Mar. 1913. [246]

NORDDEUTSCHER LLOYD,  
BREMER.

NOTICE.

FOR KUDAT AND SANDAKAN

Taking Cargo at through rates to Tawau, Labud, Dulu, Labuan, Jolo, Mindanao, &amp;c.

THE Steamship

"BORNEO"

Capt. F. Sembl, (ready to sail Monday) will leave on TUESDAY the 1st April at 9 a.m.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & CO.

Hongkong, 26th Mar. 1913. [188]

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For.	Vessel.
Tientsin, Swatow, Hongay, Swatow, Hoihow, Hoihow, Swatow, Japan, Shanghai.	Chipshing, Fausang, Loksang, Daijin Maru, Sungkiang, Helene, Haimun, Sithonia, Japan.

## DEPART ON MONDAY.

Bombay, Batavia, San Francisco, Macao, Niugpo.	Kamakura Maru, Tjipanas, Nito, Sui Tai, Ohishi.
--	---

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

From.	Vessels.
Singapore, Japan (S. E. A. Co.)	

## ARRIVE ON MONDAY.

Singapore, Indien.	
--------------------	--

## AMERICAN MAIL.

The P. M. s.s. Persia left San Francisco on the 8th inst.

The P. M. s.s. China arrived at San Francisco on the 24th inst.

The P. M. s.s. Siberia arrived at San Francisco on the 17th inst.

The P. M. s.s. Korea left San Francisco on the 15th inst., for Hongkong via Ports.

The T. K. K. s.s. Nippon Maru leaves for San Francisco via usual ports on the 1st prox.

The T. K. K. s.s. Chiyo Maru arrives at San Francisco from Honolulu on the 7th prox., and leaves again for Hongkong on the 19th prox.

The T. K. K. s.s. Shinyo Maru leaves Honolulu for Yokohama on the 28th inst., and is expected here via Manila on the 22nd prox.

Owing to permanent repairs being made on the P. M. s.s. Nile, she will not leave this port until March 31st, but will omit home-ward bound ports of Manila and Honolulu, thus arriving in San Francisco April 8th or 7 days before the s.s. Mongolia, left here on the 25th inst.

## GERMAN MAIL.

The I. G. M. s.s. Lutzow, carrying the German mails, with dates from Berlin of the 5th inst., left Colombo on the 22nd inst., and may be expected here on the 7th prox.

## CANADIAN MAIL.

The C. P. R. s.s. Montague left Yokohama on the 16th inst., at noon, due to arrive at Vancouver, B.C. on the 30th inst.

The C. P. R. s.s. Empress of Japan left Vancouver, B.C., on the 20th inst., at 10 p.m., and is due to arrive at Hongkong on the 10th prox.

## AUSTRALIAN MAIL.

The E. &amp; A. s.s. Eastern left Sydney for this port via Queensland Ports Port Darwin, Timor and Manila on the 14th inst., and may be expected here on the 6th prox.

## MERCHANT STEAMERS.

The Danish s.s. Indlen left Singapore on the 25th inst., and may be expected here on the 3rd inst.

The P. &amp; O. s.s. Candia arrived at London on the 26th inst., a.m.

The T. K. K. s.s. Buyo Maru leaves for Japan and South American ports on the 3rd prox.

The T. K. K. s.s. Kiyo Maru arrives at Callao from Cruz on the 3rd prox., and leaves again for Iquique on the 7th prox.

The T. K. K. s.s. Hongkong Maru leaves Manila for Honolulu on the 31st inst., and is due here on the 19th May.

The P. &amp; O. s.s. Palawan is expected to arrive at Colombo on the 5th prox., at 6 a.m.

The Swedish East Asiatic Co's s.s. Japan left Singapore on the 24th inst., and is expected to arrive here on the 30th inst.

The Swedish East Asiatic Co's s.s. Peking left Port Said on the 23rd inst., and is expected to arrive here on the 20th prox.

The Mogul Line s.s. Lothian sailed from the United Kingdom, on the 26th ult., for the Far East via Straits.

The s.s. Glentworth passed the Suez Canal on the 18th inst., for Hongkong via Straits.

The S. L. s.s. Flintshire from London is due at Hongkong on the 5th prox.

## VESSELS IN PORT.

Steamers.  
Bilbister, Br. s.s., 2,763, Cantell, 21st Mar.—Seattle via Moji 13th Mar., Floor—B. I.

Borneo, Ger. s.s., 1,344, Sembill, 22nd Mar.—Sandakan 17th Mar., Timber—M. &amp; Co.

Buyo Maru, Jap. s.s., 3,499, Hasunuma, 21st Mar.—Moji 16th Mar., Coal—T. K. K.

Daijin Maru, Jap. s.s., 899, N. Nagano, 26th Mar.—Tamsui 23rd Mar., Gen.—O. S. K.

Ellerie, Br. s.s., 2,304, Thompson, 20th Mar.—Cardiff via Suez and Colombo 3rd Mar., Coal—Admiralty.

Empress of India, Br. s.s., 5,940, A. J. Harley, 14th Mar.—Vancouver, B.C. 2nd Feb., Gen.—C. P. R. Co.

Haimun, Br. s.s., 641, Evans, 18th Mar.—Swatow 27th Mar., Gen.—D. L. &amp; Co.

Hunan, Br. s.s., 1,246, Speed, 27th Mar.—Canton 26th Mar., Ballast—B. &amp; S.

Kamakura Maru, Jap. s.s., 6,136, Hore, 28th Mar.—Moji 23rd Mar., Gen.—N. Y. K.

Lalsang, Br. s.s., 2,225, Tadd, 27th Mar.—Calcutta 11th Mar.—Gen.—J. M. &amp; Co.

Misumi Maru, Jap. s.s., Uchikoshi, 26th Mar.—Kwang Yuen 22nd Mar., Stone—Bun.

Nile, Br. s.s., 3,156, Laprak, 11th Mar.—San Francisco 8th Mar., Gen.—P. M. Co.

Nippon Maru, Jap. s.s., 3,452, A. G. Stevens, 21st Mar.—San Francisco 21st Feb., Flour—T. K. K.

Orterio, Br. s.s., 4,105, Howie, 28th Mar.—Seattle, Tacoma, and Moji 22nd Mar., Gen.—Bank Line.

Panama Maru, Jap. s.s., 2,400, Kanao, 23rd Mar.—Shanghai 20th Mar., Gen.—O. S. K.

Petchaburi, Ger. s.s., 1,374, C. Gasenich, 27th Mar.—Bangkok, Rice—B. &amp; S.

Pongtong, Br. s.s., 993, Pongtong, 17th Mar.—Bangkok 18th Mar., Rice—B. &amp; S.

Shimosa, Br. s.s., 4,211, B. S. Best, 27th Mar.—Shanghai, Gen.—D. L. &amp; Co.

Sungkiang, Br. s.s., 987, Hailson, 27th Mar.—Haiphong 26th Mar., Gen.—B. &amp; S.

Taiwan, Br. s.s., 1,140, Jenkins, 26th Mar.—Seigon 26th Mar., Rice—Chinese.

Tea, Br. s.s., 1,351, Outerbridge, 28th Mar.—Manila 25th Mar., Gen.—S. &amp; B.

Telemachus, Br. s.s., 1,563, Fraser, 26th Mar.—Seigon 21st Mar., Rice—Wo Fat Fing.

Tenyo Maru, Jap. s.s., 2,468, E. Bent, 28th Mar.—San Francisco 1st Mar., Gen.—T. K. K.

Tjikini, Dutch s.s., N. L. S. 21st Mar.—Bali 19th Mar., Gen.—J. O. J. L.

Tjimahi, Dutch s.s., 3,800, Schervert, 20th Mar.—Hankow 12th Mar., Gen.—J. O. J. L.

Triumph, Ger. s.s., 760, Langechwerer, 27th Mar.—Quinhon 23rd Mar., Rice—J. &amp; Co.

Rajah, Ger. s.s., 2,600, Roudsky, 21st Mar.—Sandakan 16th Mar., Gen.—M. &amp; Co.

Si-kiang, Fr. s.s., 906, Henry, 20th Mar.—Haiphong 18th Mar., Gen.—M. &amp; Co.

Wiegand, Ger. s.s., 297, Ahrens, 19th Mar.—Caroline Is. 10th Mar.—Ballast—M. &amp; Co.

Yangtze, Br. s.s., 4,149, Rodway, 18th Mar.—Shanghai 17th Mar., Gen.—B. &amp; S.



## HOTEL LISTS.

Hongkong Hotel.	
Arrkas, Miss.	Kent, Mr. & Mrs.
Bandmann, M. H. W.	
E. Kruseman, A.	
Barberini, E. T.	Lilienthal, Mrs.
Baring, M.	A. W. Von
Bate, E. R.	Lindborg, Cap.
Beaumont, G. A.	C.
Beldin, Mrs. M.	Lobb, Dr. E. L.
Bellios, Mrs. E. M.	
R. Lilienthal, Capt.	
Bona, G. A.	A. W. Von
Boynon, Capt.	Lowrie, S.
C. R.	Mackenzie, A.
Allen, H. J.	MacIntyre, Mr.
Blanch, Mr. and	Mrs. Nei
Mrs. N. F.	Macrae, Mrs.
Bloch, G.	Martin, G. E. O.
Bonnet, F.	Matheson, Mrs.
Dowack, G.	R. T. and
Brandes	child.
Bridge, Mrs. E.	McKean, Dr. G.
F. W.	
Chalmers, A. J.	McKenny, Dr.
Chambers, J. S.	C. W. & Mrs.
Church, Mrs. C.	Mehta, K. B.
L. Merecki, J.	
Clarke, Mr. and	Melbourne, C.
Mrs. A. F.	D.
Claxton, A. A.	Miaz, C.
Cokely, T. J.	Mulder, J. D.
Cowan, Mrs. W.	F.
O'Leary, Miss	G.
Crocker, Miss	
Davis, C. H.	Paine, Dr. and
Day, Mrs.	Mrs. H. S.
Deane, A. F.	Parsons, E. E.
Denson, H. C.	Potts, Mr. and
Dent, C.	Mrs. W. H.
Dortman, Mr. & Pricc, W. R.	
Mrs. & 2 child-	Ray, E. H.
ren,	Read, Miss A.
Dike, G. A.	M.
D'Oettingen, V.	Reay, Miss F.
Douglas, Mrs. R.	Rosenberg, Miss
H.	
Dunroche, Mr. & Sawyer, Miss	
Mrs. P. C.	K. A.
Dowley, W. A.	Schaltheit, P.
Ehrhardt, F.	Schmidt, W.
Ehrenfels, Mr. Sharp, E. H.	
and Mrs. H. C. Shearstone, Mr.	
Ehrmann, E.	
Evered, Mr. and Sibley, J. C.	
Mrs. R.	Sidford, Mrs.
Finlayson, Mrs.	G. V.
C.	Slado, M. W.
Fisher, H. G.	K. C.
Fowler, E. A. S.	Smith, Mr. and
Fuller, Denman	Mrs. E. E.
Garnett, Mr. and	Sorby, V.
Mrs.	Sutherland, P.
Geare, Mrs. K.	Spittles, Mr. H.
Gordon, A. G.	Mrs. James.
Goulbourn, V.	Spiro, S.
Gould, Mr. J.	Square, Miss.
Gourgey, I.	Stainer, L. E.
Green, J. H.	Mrs. C. E.
Grisono, P. O.	Stearns, F. K.
Von.	
Grimshaw, R. J.	Swaffield, H. E.
Hall, Capt. T. P.	Swayner, Mr. &
Hanna, Dr. J. G.	Mrs. J. W.
Harbord, W. R.	Tapp, J. R.
Hawett, Hon. E.	Thommesen, O.
A. C. M. G.	Thomas, Mrs.
Hewitt, Capt. D.	H. L.
R.	Tobias, M.
Hickman, Mr. & Watkins, H.	
Mrs. H. F.	Watson, Mr. &
Hinchcliffe, H.	Mrs. D.
H.	Webb, Mr. and
Hoffman, Mrs.	Mrs. B.
Hunt, H. J.	Well, Mr. and
Hunt, T. Van	Mrs. A. and 4
Innes, Capt. R.	Wenyon, W. F.
Judah, Mrs. A.	Whamond, D.
N. E.	
Kessler, H.	Wood, G. G.

Astor House.	
Adle, E. S.	Lim, M.
Allen, H. B.	Longone, G.
Arnold, J. J.	Lopes, V.
Arregui, S.	Lugbill, V.
Brown, B.	Lustre, A. O.
Austin, E. W.	McCracken, Mr.
Baker, C. S.	Mrs. J.
Balliste, Mr. and	Miller, F. F.
Mrs.	Minor, J. H.
Birch, A. R.	Miyar, Mrs. E.
Bishop, A. R.	Morgan, F. E.
Brown, J.	Morris, Mrs. K.
Broumiche, Ed.	
Brun, Mrs. O. L.	Musso, F.
Brun, C. L.	Parr, V. D.
Burkhard, Miss Powell, J. C.	
M.	Quirrecount, D.
Casal, F. del	C. de
Chopard, F. A.	Roberts, Mrs.
Cooper, H. D.	E. A.
Dedeoglu, H.	Sagarbarrin, P.
Gathercole, J. S.	Sanders, N.
Ghella, A.	Schubert, Miss
Goldenburg, O.	A. E.
Hobalich, H. P.	Setchell, Mr. &
Hymen, D. P.	Mrs. O. Q.
Jeand, H. E.	Sprungli, A. R.
Johnson, Mr. & Straube, O. M.	
Mrs. A.	Stirling, Mrs.
Johnson, W. A.	Thompson, Mr.
Just, W. A.	Mrs. F.
Kidder, Miss	Vergate, R. S.
M.	Walter, J. B.

## Notices

REGIONS TO EQUATOR  
We smoke  
**"CAPSTAN"**  
MIXTURE  
MILD, MEDIUM  
AND  
FULL STRENGTH  
W. D. & H. O. WILLS.  
BRISTOL AND LONDON.

## PARIS TOILET.

Ladies' and Gentlemen's  
**HAIR DRESSING SALOON.**  
Largest and Best in the East.  
Only Manufacturers of  
**THE FAMOUS**  
**SEVES DES ALPES.**  
The Hair Wash of the Age.  
Queen's Road 13.

## MEE CHEUNG.

ART PHOTOGRAPHER  
**HONGKONG.**  
TELEPHONE NO. 1013.

Developing, Printing & Enlarging  
Hongkong, 1st May, 1911.

GLYCOGEN  
HERVOS  
TREATMENT  
GIVES  
ABILITY  
STRENGTH  
VITALITY  
Immediate Results. Guaranteed Harmless. Valuable in all cases of Atrophy. Wasting and other forms of Nervous Debility, as it restores, develops and strengthens by the outward application of an invigorating active (Glyco-Gen) with the aid of our celebrated Glycogen Waters (patented). Either preparation is \$1.00 gold—large box. Three boxes \$3.00 gold. One application alone proves our statement in every case.  
E. G. GLYCOGEN SALES CO.  
LYBROOK, N. Y. (U.S.A.)

## WING KEE &amp; CO.

47-49, Connaught Rd.  
SHIP HANDLER,  
PROVISION & COAL  
MERCHANTS

Hong Kong, 23rd May, 1913.

## Consignees

AMERICAN AND MAN-  
CHURIAN LINE.  
NOTICE TO CONSIGNEES.  
FROM NEW YORK.

THE Steamship  
"KASENKA"  
Captain H. O. Elford, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.  
All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on MONDAY, 31st inst., at 10 a.m.  
All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.  
No claims will be admitted, after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**SHEWAN TOMES & CO.**  
Agents.  
Hongkong, 25 March, 1913. (249)

Grand Hotel.	
Banicefort, C.	Lorria
Benchangen, P.	Lowell, Mr. &
Bonetta, Miss V.	Mrs.
Brill, Dr.	McCarthy
Fumann	Meyer, N.
Calvert, Miss	Miller, F.
Coyne	Moller
Crow, Mr. and	Openshaw, D.
Mrs.	
Elson, W.	Sanborn, W.
Ernest, C.	Schmidt
Grace, Miss	Sharp, H. J.
Gouriet, N.	Stephano, Miss
Haden, F.	Tobias, Mr. and
Higginbotham	Tobias

Notice  
PEAK TRAMWAYS CO.  
LIMITED.

## TIME TABLE

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.00 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

## NIGHT CARS.

8.45 p.m. and 9 p.m. 8.45 p.m. to 11.30 p.m. every 15 minutes.

## SATURDAYS.

Extra Cars at 11.45 p.m.

## SUNDAYS.

7.30 a.m.	8.00 a.m. to 10.30 a.m. every 15 min.
8.00 a.m. to 11.00 a.m.	" 10 min.
11.00 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 7.00 p.m.	" 10 min.
7.00 p.m. to 8.10 p.m.	" 15 min.

## NIGHT CARS on Week Days.

## SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, 1st Floor Road.

J. H. D. RUMPHREYS & SON  
General Managers.  
Hongkong, 25th Nov. 1911.

Key, Dr.	Watkins, G.
Kuhl	Weismann, O.
Kuhn	Whitlock, P.
Kadell, G.	Woodcock
Craigieburn.	
Bevington, F.	Mullins, Lieut.
Caldwell, Mr.	Col. & Mrs. A.
Caldwell, Miss	J. R. G. A.
Carpenter, Mr.	Moyley, Miss
and Mrs.	Nation, W.
Cornell, W. A.	Ram, E. A.
Haselook, Lt.	Galbraith, V.
and Mrs.	
Kydd, Mr. and Smith, Mrs. G.	
Smith, E. G.	
Moyley, Mrs.	Wood, E. M.

## THE MODERN NEWS-PAPER.

Judge Parry at the Manchester Press Club.

Judge Parry was the guest of the members of the Manchester Press Club at their annual dinner. In proposing the toast of "The Club," Judge Parry said that the origin of newspapers was extremely interesting, and about the first of them Isaac Disraeli said "They mostly live upon publishing libels." The "English Mercury" was, he thought, our first newspaper, and it went on until they had Addison, Steele, and Johnson with "Tatlers" and "Spectators" trying to turn it into literature. He was thankful that never happened, and he was equally thankful that they were even further off to-day than ever. Journalism was a great profession, but it should not mix itself up with literature; it was an entirely different thing. The chief duty of journalists, as he understood it, was to record living facts in a living way. Of course when he said facts he did not mean rumours, though of course the fact that a rumour was flying about might tactfully be mentioned. Journalism should not be literature, and there was another thing it should not be, though it was rapidly drifting into it. It should not be photography. There was too much photography, but he would say about it that it was a better thing than criticism, which, to his mind, was the great failure of journalism to-day. The critics had always been very nice and good to him, but there was too much of the personal likes and dislikes of the individual in the criticisms. The critics did not set a sort of standard and try to help the artist, author, or actor, but displayed themselves too much. It was the editor who was responsible. It was said that the pen was mightier than the sword; so it was, but the blue pencil was a bigger thing than either of them. It was good editing to bring a critic to book when he burst into likes and dislikes. But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

But he felt rather a want among all the newspapers. He wanted more simplicity and greater catholicity. The box-office principle in the newspaper was the right thing, and although it was being followed in a large measure by a large number of journalists he thought there were many who were beginning to be tired of the political aspect. There were too much politics in journalism. There were so many other things that were interesting that were slightly treated. Dickens, who was a great literary man and also a sound journalist, had described a great journalist. Mr. Pott, they were told, was immersed in the vortex of politics, and to-day there were many journals immersed in the same vortex. Mrs. Pott knew much more about the newspaper business than Mr. Pott, for she said, "I wish, my dear, you would endeavour to find some topic of conversation in which these gentlemen might take a rational interest." He never opened a newspaper without agreeing with Mrs. Pott. Pott said many good things, and one of the best was that the press was a mighty engine. It was their duty to get that engine upon the right lines.—(Applause.)

## IS SHANGHAI A MODEL?

Only in some ways a Pattern.

Once upon a time, says a writer in the "National Review," a country boy stood on the footpath of Westminster Bridge for the first time looking at the lights of London. His admiration and wonder were unbounded, and yet those were the days when imperfect gas only made darkness visible. We can well imagine a country native of China being similarly moved at his first sight of Shanghai. If he comes now, he will have the added effect of the most brilliant of lights at night to add to the stimulus of the wonders displayed by day. To him, doubtless, the word "model" would seem unappealingly poverty stricken and jejune. He would think of such tale as the Arabian Nights, and declare that nothing but the descriptions therein given could by any chance be applicable to the scene of such entrancing beauties, such marvellous sights, and such marvellous appliances.

We well may smile at such enthusiasm, though we would gladly give a year of life to be able once more to experience its thrills. But familiarity has bred contempt—but discrimination. We know there are some things which glitter and yet are not gold. Our country bumpkin is rightly impressed with the width of our thoroughfares. He knows them to be all too narrow. He sees their wonderful cleanliness, coming as he does from the filth of his native surroundings. He marvels at the brilliance of the Maloo illuminations. The sheets of plate glass are a never ceasing source of wonder. The wealth displayed behind them is more so. The carriages, the trams, the motors, the traffic on the river—all these things fill him with a wonder akin to awe. He ceases to marvel why all the rich people of his neighbourhood talk of their past or coming visits to Shanghai. And when he gets behind the scenes a little, and learns of the interior wonders of our Settlement houses, of the gas, the electric light, the water, the telephones, and all the other surprises, the impression is deepened. Last of all, perhaps, he finds out how the place is governed, and why it is that in times of unrest thousands and tens of thousands of his fellow-countrymen flock here as to a City of Refuge. It is little wonder that he goes home thoroughly convinced that to call Shanghai a Model Settlement would be much the same as to describe the sun as a fairly bright rushlight.

The foreigner who has lived long here, however, is less easily satisfied. When he first applied the epithet Model to his surroundings, he meant it to be taken relatively. It was a model compared, for example, with Canton or Ningpo. But it was only a model when all the circumstances were taken into consideration. Its government has always been a model ever since the first Committee of Roads and Jetties was formed before the Council was thought of. But there again, it must be carefully remembered that the term "Model Settlement" has always, in the minds of those fully instructed, meant "Model when all the unavoidable drawbacks have been allowed for." Nobody would for a moment think that 30 ft. is the model width for the streets of a crowded city. Nobody would ever imagine that our congested native quarters



## COMMERCIAL.

## SHARE REPORT.

Messrs. Wright and Hornby, in their Weekly Share Report, dated March 29, state:—

The March Settlement passed off very satisfactorily yesterday and although there has been a fair amount of liquidation for this account, values have not declined to any great extent. The market to-day closes firm with upward tendency.

Para Rubber.—Shows a further decline in price and is now quoted at 3/9 1/2 per lb. with the market for shares steady.

Bir Silver is 28/9 1/2 per oz for ready and 28/7 1/2 per oz for forward delivery, steady.

Exchange opened to-day at 1/15 1/2 TT.

Banks.—Hongkong & Shanghai Banks are a Strong Market at \$807 1/2 for sales at the rate. London quotes \$80/10/.

Marine Insurance.—Unions have improved from \$83 1/2 to a buying quotation of \$84 1/2 with no shares offering under \$84 1/2. Canton has been dealt in at \$28 1/2 and close steady. North China has buyers at \$125 and Yangtze at \$200 Ex 73.

Fire Insurances.—Hongkong Fire are in demand at \$350 1/2 after numerous sales at the rate. China Fire can be placed at \$147 1/2 ex div.

Shipping.—There are buyers of Hongkong Canton and Macao Steamboats at \$27 1/2. China and Manila at \$3 1/2 and Douglas's at \$36. Indo China has been in good demand throughout the week and shares have changed hands at various rates from \$93 to \$98, the market closing with buyers at the latter rate. London quotes \$9/10/8 for the combined shares. Star Ferries are wanted at \$30 1/2. Shell Transports have improved from 11 1/2 to 11 3/8 buyers.

Refineries.—China Sugars have buyers at \$103 and Luzon at \$38.

Mining.—Ranbi are obtainable at \$13 1/2. Tronohs are quoted from London at \$4 1/2 middle ex div. Lungkots owing to settlement influences have sellers at \$16 1/2 after sales at the rate. Docks Wharves and Godowns:—

Hongkong and Whampoa Docks close with buyers \$67 1/2. Shanghai Docks at \$61 and Kowloon Wharves at \$75 1/2.

Lands Hotels and Buildings:—Hongkong Lands have improved from \$103 to \$105 buyers. Kowloon Lands are wanted at \$35. West Points at \$58, Humphreys' Estates at \$87 and Hongkong Hotels at \$115 for the old and \$75 for the new shares.

Cotton Mills:—Hongkong Cottons are quiet at \$10 1/2. Shinghai Cottons have buyers at \$13 1/2. Ewo \$14 1/2, Lion Kang Mow \$11 1/2 and Kung Yik \$14 1/2.

Miscellaneous:—Hongkong Electric has buyers at \$31 1/2. Jipes at \$10, Dairy Farms at \$25, Watsons at \$60. Electric Trams at \$13 1/2, Park Trams at \$13 1/2 and \$100. China Borneo at \$9 1/2 and Watkins at \$30 1/2. There are sellers of Cements at \$4 30. Union Waterboats at \$17 1/2. Steam Landries at \$4 00 and Wm. Powell at \$3 34.

Quotations received from London by cable to-day:—

Banks \$29/10/0 Middle price. Tados 9/10/8 Sellers. Shell Transports 5/16/6 Buyers. Tronohs 4/1/0 Middle ex. divid.

H.K. Electric Trams 9/6 Buyers. Uml Caspians 50/6 Middle.

900 Year-old Church.

The Archbishop of Canterbury preached recently in St. Alfege, Greenwich, which was celebrating its 900th anniversary.

One Win in 18 Years.

A narrative of ill-luck at horse racing was told in Windsor Bankruptcy Court by Edward Gulliford, of Belmont, Cookham, who came under public examination. He had an income of \$2000 a year, and had lost at least \$1000 a year by horse racing. The Official Receiver asked him: "Have you been betting?" "Yes, Sir." "How much?" "I have won \$200 once, but I have lost \$1000. I have lost the same. Only at the Alexandra (Ave).

Public Auction.

NOTICE.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Public Auction Sale, to be held on Monday, 31st day of March, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land also a Keweenaw Road in the Colony of Hongkong, for a term of 75 years, with a provision of renewal at Crown Bents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Public Companies.

THE CHINA BORNEO CO. LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building at 11.30 a.m. on Thursday the 28th of April 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and to elect a Committee and Auditor.

The Transfer Books of the Company will be closed from the 28th March to the 2nd of April, both days inclusive. T. C. CHINA BORNEO CO. LTD., W. G. DARBY, General Manager.

Public Companies.

THE CHINA BORNEO CO. LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building at 11.30 a.m. on Thursday the 28th of April 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and to elect a Committee and Auditor.

The Transfer Books of the Company will be closed from the 28th March to the 2nd of April, both days inclusive. T. C. CHINA BORNEO CO. LTD., W. G. DARBY, General Manager.

## HOLT LINE'S GREAT PROFIT.

The report of the China Mutual Steam Navigation Company (Holt Line, Liverpool) for last year shows that, including \$17,770 brought forward, the profit amounted to \$337,407. Of this \$25,225 is applied for depreciation, \$100,000 is placed to reserve, and final dividends of 3 per cent, making 6 per cent for the year, are recommended on the ordinary and ordinary B shares, together with a bonus of 100 per cent on the ordinary shares (the latter absorbing \$33,680), while \$38,027 is carried forward.

The following table gives a comparison with the 1911 results:—

	1912.	1911
Profit	\$319,721	\$185,843
Brought forward	17,770	16,720
Available	\$337,407	202,563
Depreciation	75,225	66,042
To reserve	100,000	60,000
Ordinary dividend	108 p.c.	30 p.c.
Carried forward	38,027	17,770

From the profits of 1910 \$75,105 was put to depreciation and \$30,000 to reserve and a dividend of 18 per cent was paid. For 1909 the distribution was 6 per cent, and for each of four years before that 5 per cent. The capital consists of \$1,873,860 in preference and ordinary shares with about \$90,000 paid up, and ordinary B shares, bearing 6 per cent interest to the amount of \$251,040.

HARRY THAW'S IMPRISONMENT.

The Alleged Attempt to Bribe a Doctor.

A New York lawyer, giving evidence before the Governor of New York State's Committee of Inquiry at Albany, admitted (says Reuters's correspondent) that an agent of Harry Thaw, the millionaire who killed Mr. Stanford White, paid him \$25,000 (\$25,000) as a contingent retainer to secure Thaw's release from the Matteawan State Hospital for the insane. He denied the accusation made by Dr. J. W. Russell, the superintendent of the hospital, who told the Committee a few days ago that he had been offered \$20,000 by a lawyer if he would release Thaw. The lawyer declared that on the contrary Dr. Russell told him he would not do anything for Thaw unless he got money for it.

Public Auction.

NOTICE.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Public Auction Sale, to be held on Monday, 31st day of March, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land also a Keweenaw Road in the Colony of Hongkong, for a term of 75 years, with a provision of renewal at Crown Bents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Public Companies.

THE CHINA BORNEO CO. LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building at 11.30 a.m. on Thursday the 28th of April 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and to elect a Committee and Auditor.

The Transfer Books of the Company will be closed from the 28th March to the 2nd of April, both days inclusive. T. C. CHINA BORNEO CO. LTD., W. G. DARBY, General Manager.

Public Auction.

NOTICE.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Public Auction Sale, to be held on Monday, 31st day of March, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land also a Keweenaw Road in the Colony of Hongkong, for a term of 75 years, with a provision of renewal at Crown Bents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Public Companies.

THE CHINA BORNEO CO. LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building at 11.30 a.m. on Thursday the 28th of April 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and to elect a Committee and Auditor.

The Transfer Books of the Company will be closed from the 28th March to the 2nd of April, both days inclusive. T. C. CHINA BORNEO CO. LTD., W. G. DARBY, General Manager.

Public Auction.

NOTICE.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Public Auction Sale, to be held on Monday, 31st day of March, 1913, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land also a Keweenaw Road in the Colony of Hongkong, for a term of 75 years, with a provision of renewal at Crown Bents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Public Companies.

THE CHINA BORNEO CO. LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building at 11.30 a.m. on Thursday the 28th of April 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and to elect a Committee and Auditor.

The Transfer Books of the Company will be closed from the 28th March to the 2nd of April, both days inclusive. T. C. CHINA BORNEO CO. LTD., W. G. DARBY, General Manager.

Public Auction.

## Entertainments.

## BIJOU.

9.15 PROGRAMME. 9.15

The Famous Two-Part Drama THE FIRES OF REVENGE Her Guardianship (Comio), The Marconioni Quartette (Acrobats).

NEWS OF THE DAY (Pathe Gazette)

Miss CECILE STEPHANO (a) "The Waves of the Rolling Deep" (b) "Only Love Dreams."

Miss VIOLET BONETTA (a) "Rose Time." (b) "Do they do These Things in London."

7.15 PICTURES ONLY 7.15

VICTORIA THEATRE.

Enormous Success of the THUNDERBOLT MAN, Woodruff's latest and latest in the Dan's.

ALEXANDER GALINSKY.

Enormous Success of the FAMOUS ARTIST Miss ARKAS.

Long in English, Russian, Portuguese & Italian.

The Charming Sari Da car FRED ARDEA, The Magnificent and film, AVIATO'S SECRET.

Public Companies.

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 7542 issued 30th May 1911, for ten shares numbered 39786/39790, 7439/7440 and 27025/27033 of this Company, is the name of Gabriel Pontet Oiler has been lost, and the same not to be produced before the 10th April 1913, New Scrip Certificate will be issued to the said Gabriel Pontet Oiler, and no transactions taking place under the said Scrip Certificate No. 7542 will be recognized by the Company.

W. E. CLARKE, Secretary.

Hongkong, March 11th, 1913.

Notice.

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese graduate, versed in literature, has been a teacher for European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan. 1913.

NOTICE.

W. M. POWELL, Ltd., having secured the services of a cutter at a long and varied experience, beg to announce the establishment of a TAILORING DEPARTMENT in their main Store, Des Voeux Road.

A first order would be greatly appreciated. All Garments will be made in our own workshops.

OSMAN V. CASUM.

MILLINERS & DRAPERS LADIES' & CHILDREN'S WEAR.

No. 1 & 3 D'Agular Street.

THE FAMINE IN CHINA.

EIGHT Famous Districts with an area of 20,000 square miles.

TWO and a half million people dying starvation.

PLEASE SEND YOUR CONTRIBUTION TO THE LIVES OF THE PEOPLE.

T. WILLIAMS TO SAVE LIFE.

Trustees, H. C. GILLAND, Esq. (Manager), International Banking Co. (London), Shanghai.

MARTIN'S APIOLASTEL PILLS.

MARTIN'S APIOLASTEL PILLS.

MARTIN'S APIOLASTEL PILLS.

## Banks.

## INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York. London Office: 24, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Yokohama.

Capital and Reserve: \$100,000,000 (Gold).

EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent, or for shorter periods at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities of the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

CO-MEMORIAL, LETTERS OF CREDIT issued. PURCHASE AND SALE of Stocks and Shares.

TRAVELLERS' CHECKS sold and cashed. GEORGE HODGSON, Manager.

9, Queen's Road, Hongkong. Hongkong, 1st Nov., 1912.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000. Paid-up Capital " 30,000,000. Reserve Fund " 17,500,000.

Head Office.—YOKOHAMA.

Branches:—

Agencies at:—

Anfing-Hsien, Nagasaki, Newchwang, New York, Osaka, Peking, Ryokun Port, Harbin, San Francisco, Hankow, Shanghai, Honolulu, Tientsin, Kobe, Yokohama, Lyons, Tokyo.

Interest Allowed on Current Account.

Deposits, received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 11th Jan., 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000. Reserve Fund £1,850,000. Reserve Liability of Proprietors £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 11th April, 1912.

Notice.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid-up: \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

## Banks.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000. RESERVE FUNDS: Sterling £1,500,000 at 2/11 = \$15,000,000. Silver 7,000,000.

Reserve Liability of Proprietors \$15,000,000. COURT OF DIRECTORS: F. H. Armstrong, Esq.—Chairman. Hon. Mr. C. H. Ross—Deputy Chairman.

S. H. Dodwell, Esq. G. Friesland, Esq. C. S. Gubbay, Esq. G. R. Laurence, Esq. F. Lieb, Esq. W. L. Pattenden, Esq. J. A. Plummer, Esq. Hon. Mr. E. Shellim. H. A. Siebs, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabb. ACTING MANAGER: Shanghai—A. G. Stephen. London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months: 3 1/2 per cent per Annum. For 6 months: 3 3/4 per cent per Annum. For 12 months: 4 per cent per Annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 Per Cent per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up: Sh. Tael 7,500,000.

Head Office.—Shanghai. Board of Directors.—Berlin.

Branches:—

Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons. The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct. 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000. Subscribed " 1,125,000. Paid up " 562,000. Reserve Fund " 415,000.

HEAD OFFICE: 40, Threadneedle Street, London, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Yokohama.

AGENTS IN JAPAN: Messrs. Jardine, Matheson & Co., Ltd.

BANKERS: Bank of England, London Joint Stock Bank, Ltd.



